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H. W. Rogers & Bro., grain and seeds.
Rosenbaum Bros., receivers, shippers.
J. Rosenbaum Grain Co., rcvrs, shprs.
Scribner, Crighton & Co., commission.
Rumsey & Company, grain com's'n.
James P. Smith & Co., grain.
Van Ness & Wilson, grain receivers.

CHICAGO—Continued.

Warner & Wilbur, grain commission.
E. W. Wagner, receiver and shipper.
Ware & Leland, grain, seeds.
Weare Commission Co., commission.

CINCINNATI.

Union Grain & Hay Co., grain, hay.

COLUMBUS, O.

Columbus Grain and Eltr Co., grain, oats.
Percy R. Hynson, buyer and shipper.
Jas. P. McAlister & Co., grain and hay.
McCord & Kelley, track buyers; shippers.
Scott & Woodrow, grain and hay shprs.
Seeds Grain Co., grain and hay.
Tingley Bros., grain, hay, chop feed.

DAYTON, OHIO.

Schaeffer & Boroff, grain shippers.

DES MOINES.

W. F. Morgan, grain broker.

DETROIT.

C. E. Burns, oats, rye, beans.

EVANSVILLE.

W. H. Small & Co., grain, seeds.

FORTH WORTH, TEX.

Andrews & Ranson, grain, hay, etc.

GREENVILLE, OHIO.

E. A. Grubbs Grain Co., track buyers.

JACKSON, MICH.

Dewey & Co., hay and grain.

KANSAS CITY.

Ernst-Davis Grain Co., commission.
Robert I. Thresher, grain brkr & comsn.

KENTLAND, IND.

McCray, Morrison & Co., track buyers.

MEMPHIS.

John Wade & Sons, grain dealers.

MILWAUKEE.

L. Bartlett & Son Co., commission.
Franke Grain Co., grain, hay.
I. H. Lowry & Co., grain com'isn.
M. G. Rankin & Co., grain and feed.

MINNEAPOLIS.

E. A. Brown & Co., comisn.
Brooks-Griffiths Co., grain comisn.
Spencer Grain Co., coms'n. Barley.
Walter A. Thomas & Co., grain coms'n.
Van Dusen-Harrington Co., comsn.
E. L. Welch & Co., grain commission.

NASHVILLE, TENN.

J. H. Wilkes & Co., grain, hay.

NEW YORK CITY.

Carscallen & Cassidy, grain, hay.
Frobell & Tilson, grain commission.
L. A. Morey, oats and corn.
Geo. N. Reinhardt & Co., hay, grain.

PEORIA, ILL.

P. B. & C. C. Miles, grain commission.
Tyng, Hall & Co., grain comsn.
Van Tassell & Bunn, receivers, shippers.

PHILADELPHIA.

Harry M. Edenborn, grain, feed.
E. L. Rogers & Co., grain, hay.

PITTSBURG.

C. A. Foster, grain, hay, feed.
Daniel McCaffrey's Sons, grain, hay.
R. S. McCague, grain, hay.

PORTLAND, ME.

Henry Littlefield & Co., grain and feed.
Edward P. Merrill, grain broker.

RICHMOND, VA.

S. T. Beveridge & Co., grain, hay, seeds.
Geo. T. King, broker and commission.

ST. LOUIS, MO.

Daniel P. Byrne & Co., grain, hay.
Connor Bros. & Co., grain comsn.
G. L. Graham & Co., grain, hay, seeds.
Sherry-Bacon Grain Co., grain com's'n.

TOLEDO.

C. A. King & Co., grain, clover seed.
R. H. Montgomery & Co., corn, oats, hay.
The Paddock-Hodge Co., grain com'n.
Reynolds Bros., grain and seeds.
W. A. Rundell & Co., grain, seeds.
The Toledo Salvage Co., salvage grain.
J. F. Zahm & Co., grain, seeds.

TYRONE, PA.

John H. Miller, grain, hay.

To Successfully Handle This
Year's Crop the Most Efficient

OAT CLIPPERS, WHEAT CLIPPERS AND WHEAT SCOURERS

will be required, therefore you will do well
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"EUREKA"

THEY HAVE MORE CAPACITY, BUILT STRONGER, CLIP AND SCOUR WITH LESS
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Corn, Wheat, Oats,
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Oats a Specialty.
Always in the market for off grades.
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Elevator Capacity 500,000 Bushels.

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Car lots any road. Want to corres-
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Quote prices f. o. b. your track with rate to East
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I sell all grades of hay to country merchants in New York, Boston and Philadelphia rate points, on a brokerage basis at the minimum expense to you.

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Send me express or mail samples of anything in the line of grain or mill feeds that you have to offer,

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Clark's Grain Tables for Car Loads, so extensively used for reducing pounds to bushels have been extended to cover the largest car loads. The book now contains 23 pages of tables as follows:

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The number of bushels in any weight of grain, within the numbers specified above are given in bold-faced type. The tables are printed in two colors on good paper. By their use all reductions are avoided and errors are prevented.

PRICE, \$1.50. Address.

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JUST EXACTLY

WHAT YOU SHOULD HAVE TO OPERATE
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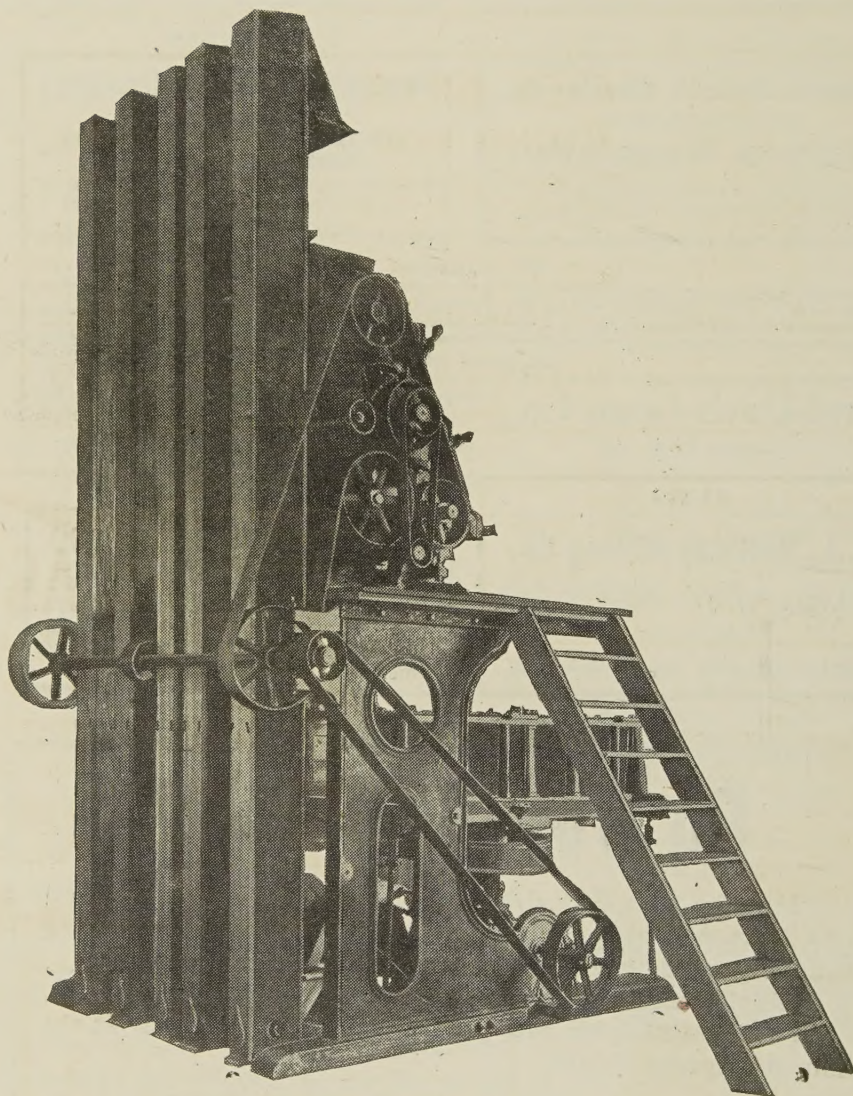
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A Flour Mill that is complete in one frame. Can be set up in an unused corner of your elevator, as it only requires a space of 9'6"x8'10"; its extreme height is but 15 feet. A complete 30-barrel custom mill at an exceedingly low cost. A mill with all working parts in plain view from one floor.

It is very easily adapted
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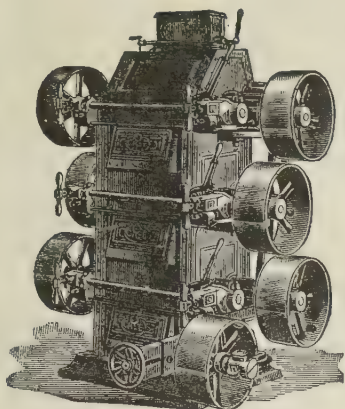
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throughout, thoroughly
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*If You are Still in Doubt
Ask any operator, he will tell you.*

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MOST DURABLE.
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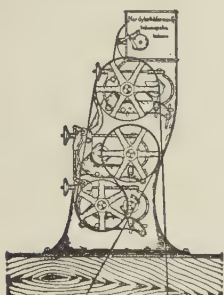
The automatic Vibratory Feed requires no attention and never fails to spread the stock evenly the entire length of the rolls.

The Feed can be stopped or started by means of a tightener on feed belt without stopping the roller mill.

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3 Pair High-6 Roller Mill

**FEED MILLS
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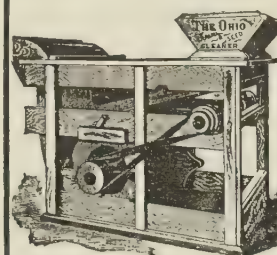
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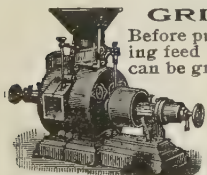
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Before purchasing a mill for grinding feed or meal, or anything that can be ground on a mill, write us for catalog and discounts. Guaranteed and shipped on trial.

Manufacturers of French Burr Mills, Corn Shellers, Crushers, and full line of Flour Mill Machinery.

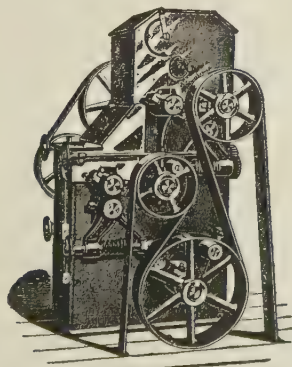
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EASY TO HANDLE

*Willford's Light-running
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Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

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Is unequalled as a strong, steady, reliable mill. It is made with four or six rollers, and may be driven from either side. Headquarters for Elevator and Flour Mill Supplies.

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This Season in Eight States.

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Repairing and Remodeling a Specialty.
Twenty Years' Experience.

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OUR SPECIALTY:

GRAIN ELEVATORS -- Frame, Iron Clad, or Absolutely Fire Proof

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In the State. We build up-to-date elevators cheaply and quickly. Investigate our system of handling grain before you decide on plans. We may have just what you want. We also manufacture the

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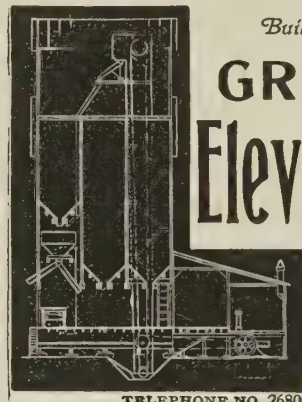
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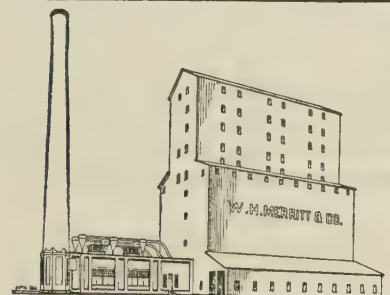
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Contracts taken for all kinds of heavy
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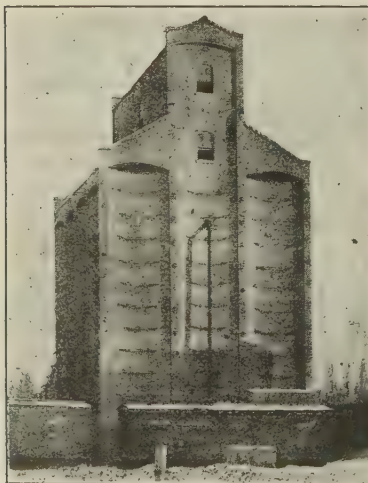
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Country or Terminal Elevators in
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You will profit by examining my plans of con-
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Thirty years' experience. Get my estimates.

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Stands for all that is up-to-date in
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Send for illustrated catalog on fire proof steel grain elevators.

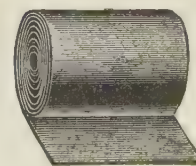
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Shellers, Cleaners, Clippers, Scales, Feed
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can be bought or sold quickly by plac-
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COST 35 CENTS PER LINE.

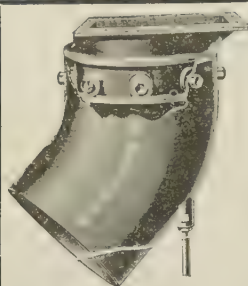
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FOR
CONVEYORS
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ELEVATORS
ALSO
Fire Hose,
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We furnished the belting for the Pioneer
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GUTTA PERCHA & RUBBER MFG. CO.,
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Anti-Friction
Ear
Corn
Turn
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In STOCK for PROMPT SHIPMENT

Steam and Gasoline Engines, Horse Powers,
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GREAT WESTERN MFG. CO.

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Cleaning Machinery
Corn Shellers and Cleaners
Trippers, Car Pullers
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Belting, Buckets, Leads and Boots,
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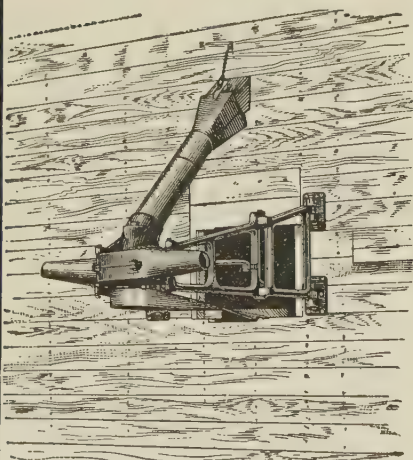
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GAS AND STEAM ENGINES,
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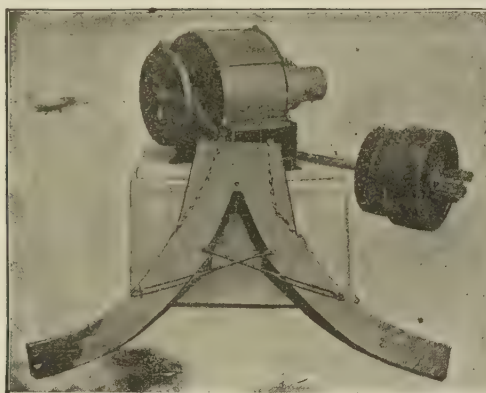
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Improved Ideal Car Loader



Manufactured at Allenville, Ill. Loads any size car from end to end and full to the roof with but very little power. Does not crack grain. Does not blow the grain, thus sorting the light and heavy and causing off grades. Pays for itself in a short time. Hundreds in use giving universal satisfaction. Can we interest you by saving you money? Sold subject to 30 days' trial at your elevator. Write for catalog giving full particulars.

The Ideal Car Loader Co.,
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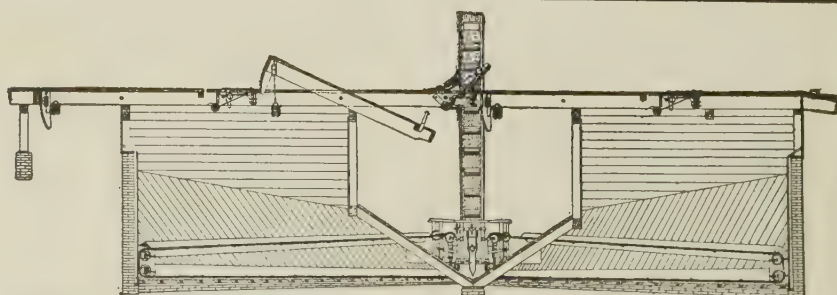
LOAD MORE GRAIN, IN LESS
TIME AND WITH LESS POWER,
THAN ANY OTHER LOADER MADE

Loads both ends of car
at once. Sold on a
positive Guarantee.

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The Grain Dealers of the Country
Advertise in the Grain Dealers Journal.



A Constant Grain Feeder Conveying Grain from Three Safety Wagon Dumps to One Stand of Elevators.
Made by B. S. CONSTANT CO., Bloomington, Ill., Designers of
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GRAIN ELEVATOR SUPPLIES.

A GRAIN SPOUT

That will load cars without shoveling.

It is worth its weight in gold.

It will save you in labor all it costs in less than a month.

Send for Prices to

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HAD GOOD RESULTS.

Sieberns Bros., Buckley, Ill.: "Discontinue our adv., as we have sold the engine. Have had many inquiries."

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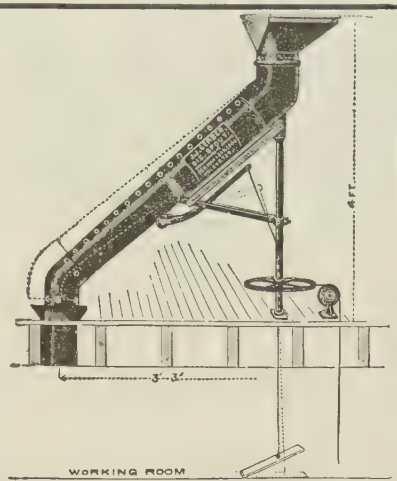
The above City is where the Gerber Improved Distributing Spouts are manufactured.

USERS ARE PLEASED WITH THEM.

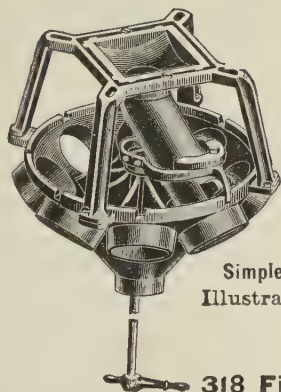
Patented May 15, 1900, Feb. 18, 1902.

ELEVATOR SPOUTING A SPECIALTY.

**JAMES J. GERBER
MINNEAPOLIS, MINN.**



THE HALL OVERFLOW SIGNALLING GRAIN DISTRIBUTOR



is unrivalled and unapproached by any known device for grain distribution in the world. All the distributors save only this mix grain in process of distribution. Mixing grain is wasting money and it is the most wasteful feature in the grain business. The dockage at destination sums it up with unerring accuracy and is a part of the Cost of Your Distributor. Our device is

Simple, Accurate, Positive, Economical, Efficient, Durable, Perfect. Illustrated descriptive booklet mailed upon request. Send for one and be convinced.

Hall Distributor Co.

318 First National Bank Bldg., Omaha, Neb.

ELEVATOR SUPPLIES

Wagon, Hopper, Portable, Dump Scales, Gasoline Engines, Grain Cleaners

Write for Catalog of Complete Elevator Equipment

**C. D. HOLBROOK & CO.
Minneapolis, Minn.**

A. H. RICHNER

Designer and Builder of **GRAIN ELEVATORS**

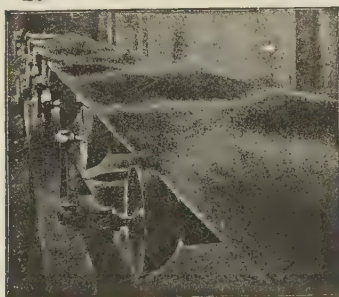
Also manufacturer of the Richner Chain Grain Feeder. Elevator and Mill Supplies of all kinds.



Write for Special Prices. Address

A. H. RICHNER, Crawfordsville, Ind.

GRAIN ELEVATOR MACHINERY.



GRAIN CONVEYOR.

Grain Trippers, Car Pullers, Spouting, Belt Conveyors, Wagon Dumps, Shafting, Pulleys, Gearing, Friction Clutches, Rope Sheaves, Link Belting, Sprocket Wheels, etc.

Send for Catalogue No. 25.

LINK-BELT MACHINERY CO.,

Engineers, Founders, Machinists,

CHICAGO, U. S. A.

We have just installed a complete plant for making grain buckets and are prepared to figure on large contracts and stock orders.

DOWNIE-WRIGHT MFG. CO.

York, Nebr.

P. A. KILNER, Manager.

CLARK'S GRAIN BOOK

Is a Record and Memorandum Book for the use of country dealers.

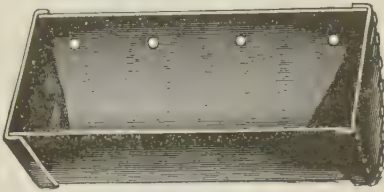
It is 9½x12 inches, contains 400 pages of heavy manilla paper, bound with board covers, leather back and corners. Each page is ruled into 12 uniform sized squares. Each square is used to keep a record of each load of grain, there being room enough to write the farmers name, kind of grain, gross, tare and net weights and to figure how much it comes to at the ruling market price. Price \$2.00.

For Sale by

**Grain Dealers Company,
255 La Salle St. Chicago, Ill.**

ELEVATOR BUCKETS

The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



MADE BY

Cleveland Elevator Bucket Co.,
Cleveland, Ohio.

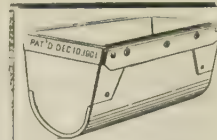
Wisconsin Graphite PAINT

Perfectly protects
metal work of

GRAIN ELEVATORS

From corrosion for years. Write us for
information as to its covering capacity.

WISCONSIN GRAPHITE CO.
Box 38, North Side, Pittsburg.

**Welfle's ELEVATOR BUCKET**

Least expensive, most substantial on the market
made by

JOSEPH WELFLE, Hamler, O.

AN AD AND THE RESULTS.

HIGH GRADE Buckeye Engine for sale; in first-class condition; cylinder 10x14; 2 drive wheels 60-in. diam., 4-in. steam pipe; will develop 75 h.p. A. Colvert, Attica Ind.

Attica, Ind., Sept. 2, 1901.

GRAIN DEALERS JOURNAL,
Chicago, Ill.

Gentlemen: Enclosed please find check for advertising engine. Kindly discontinue ad in Grain Dealers Journal as it has already sold my engine, and oblige,

Yours very truly,

A. COLVERT.

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

Skillin & Richards Mfg. Co.

CHICAGO, ILL.

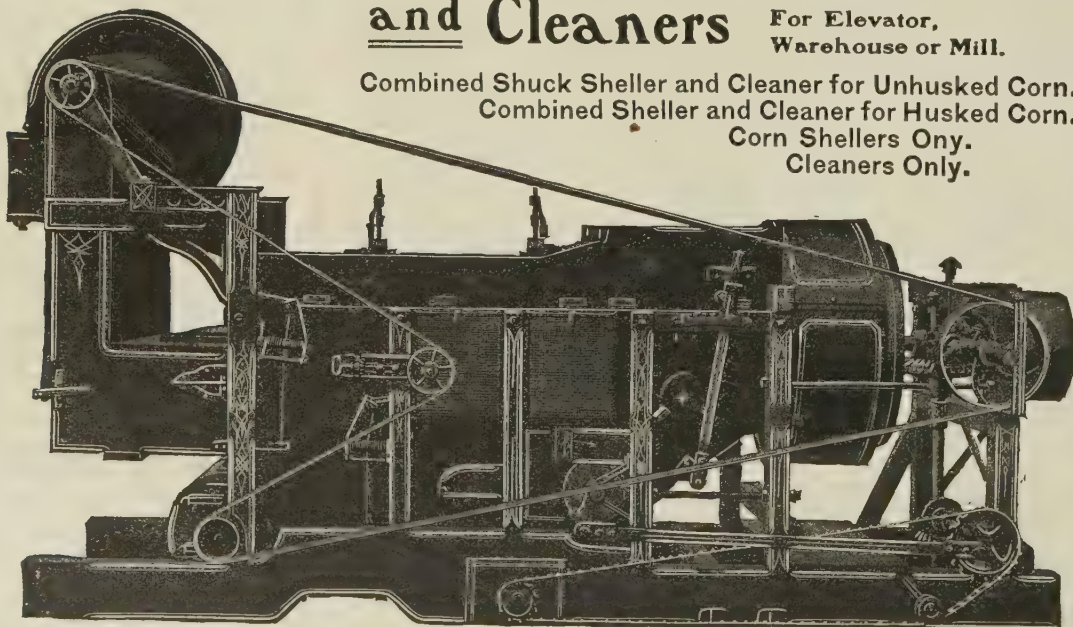
**CONVEYING AND ELEVATING MACHINERY—Pulleys, Hangers and Shafting.
FRICTION CLUTCH PULLEYS—Rope Transmission, Link Chain Sprockets, Salem Buckets.**

MILL AND ELEVATOR SUPPLIES OF ALL KINDS.

New Process Dustless Cylinder Corn Shellers and Cleaners

For Elevator,
Warehouse or Mill.

Combined Shuck Sheller and Cleaner for Unhusked Corn.
Combined Sheller and Cleaner for Husked Corn.
Corn Shellers Only.
Cleaners Only.



CLEAN CORN
CLEAN COBS
CLEAN HUSKS

Favored by Insurance Companies
Because Husks are Carried
Out of Building.

The New Process Combine Shuck Sheller and Cleaner shown above is the only machine that can be fitted for either Husked Corn of Northern States or the Unhusked Corn of Southern States.

Send for our Catalog of **EVERYTHING** used in an **ELEVATOR, WAREHOUSE or MILL.**

MARSEILLES MFG CO. MARSEILLES
ILLINOIS....

Branches { Peoria, Ill., Council
Bluffs & Cedar Rapids
Ia., Kansas City, Mo.

FIRE INSURANCE

MILL OWNERS
MUTUAL FIRE INSURANCE CO.
 Des Moines, Iowa.
 Insures Mills, Elevators, Warehouses and
 Contents. Oldest Flour Mill Mutual
 in America. Saved to Members
 nearly \$1,000,000.
 J. G. SHARP, Secretary, Des Moines, Iowa.

Reliable Insurance...

on Modern elevators and Contents can be
 secured at about one-half the rates
 charged by stock companies by addressing
MILLERS NATIONAL INS. CO.
 205 La Salle Street, CHICAGO, ILL.
 CHARTERED, 1865 ASSETS, \$2,721,893
 NET CASH SURPLUS, \$469,382.27
 W. L. Barnum, Secy.

INDIANA MILLERS MUTUAL FIRE INSURANCE COMPANY

OF INDIANAPOLIS, IND.

JAN. 1, 1902.
 Gross Premium Notes.....\$697,501.33
 Surplus to Policy Holders..... 697,351.55
 Dividends Paid Policy Holders..... 238,566.84
 Cash Assets..... 119,924.77

**MILLS AND ELEVATORS ONLY
 PURELY MUTUAL**

A liberal policy issued.
 Losses paid when adjusted and NO DIS-
 COUNT demanded. Address,
 E. E. PERRY, Secretary.

Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

21 Years Successful Business.

Assets.....\$958,473.31
 Losses Paid..... 718,556.00
 Net Cash Surplus, 214,748.50

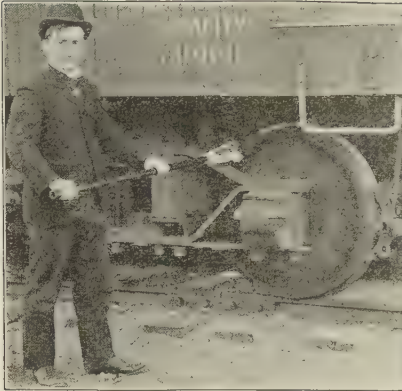
50% DIVIDENDS 1899
 1900
 1901

Insures Flour Mills, Grain and Elevators.

FLOATER GRAIN INSURANCE

Special attention to Open Floater Policies
 in the best Stock Companies.
 Insurance follows grain up and down as the
 quantity stored in each house changes. Will
 ALWAYS have insurance where you have grain.
 Simple, Sure, Economical. Investigate,
 and you will find it absolute protection and cheap.
 Business handled anywhere. Write us.
H. H. LANTZ & CO., DES MOINES, IOWA
 25 years' experience. Best of references.

"The Special Car Mover" IS PUTTING IT MILD "The Special Train Mover" IT SHOULD BE STYLED



SHIPPED ON TRIAL

Does not work on rail and expend its power at
 nearly dead center, but has advantage of full
 length of crank or radius of wheel. Moves a car
 6 to 12 inches at each stroke on a level track.
 Price \$5.00 F. O. B. Sac City, Iowa. Shipped C.
 O. D., subject to 10 days' trial and acceptance.

THE CONVEYOR CAR LOADER
 Leads in its line. Carries grain from chutes
 that are low down and any distance from track.
 The new plan rope-drive connections furnished
 solves problem of loading from any number of
 chutes. Shipped on trial.

THE INCLINE ELEVATOR AND DUMP
 and Storage System is the best and cheapest
 ear corn and small grain storage. Grain deal-
 ers, feeders and farmers plants solve the prob-
 lem of cribbing ear corn, etc. without shovel-
 ing. Attracts the most profitable part of the
 business. Write for full particulars.

H. KURTZ & SON, Sac City, Iowa.

GRAIN CONTRACT BOOK

This book is designed especially for country
 grain men to use in taking written contracts
 from farmers. The contracts are numbered
 in duplicate, two on a page, with perforation
 between for easily tearing apart. The stub is
 signed by farmer certifying that he has sold
 bushels of at per bushel
 to be delivered on or before It also
 certifies that he has received dollars
 on the contract. The other part is signed by
 elevator man and given to farmer. It certi-
 fies that the elevator man has bot so much
 grain, etc.

Each book contains 50 contracts, printed on
 linen paper, size 3 3/4 x 10 3/4 inches.

You can not afford to be without these con-
 tracts as they insure delivery of grain bot,
 prevent losses and worry in making settle-
 ments. Book No. 9, Price 50 cents. Address

Grain Dealers Co.
 10 Pacific Ave. Chicago, Ill.

THE PERFECTION GRAIN DRIER

IS THE SIMPLEST
 AND BEST

Its first cost and cost of operation is 50%
 less than any other drier. Perfect work
 guaranteed. Write for particulars.

TWEEDALE & HARVEY
 303 Dearborn Street
 CHICAGO

DAMP WHEAT

is dried and made merchant-
 able in the

Hess Pneumatic Grain Drier

cheaper and faster than in any
 other device.

It dries other grains
 just as well.

Hess Warming & Ventilating Co.
 707 Tacoma Building
 CHICAGO

Gas Engine Books

Operators of gasoline engines who encounter
 difficulties in the care or operation of gas and
 gasoline engines will find each of the following
 books of great assistance.

THE PRACTICAL GAS ENGINEER,
 by E. W. Longanecker, M. D., Price, \$1.00.

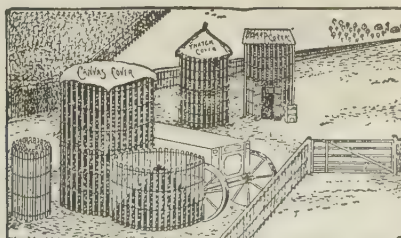
THE GAS AND GASOLINE ENGINE,
 by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK,
 by E. W. Roberts, Price, \$1.50.

For any of the above address,

Grain Dealers Co.,
 255 La Salle St. Chicago, Ill.

PORTABLE CORN CRIBS



The demand for CORN CRIBS will be
 enormous this season. Farmers are pre-
 paring to build new ones now. YOU
 SHOULD STOP THEM IMMEDIATELY by
 offering our TELESCOPE CRIBS, that are
 better, and at a fraction of what theirs
 will cost. Capacity: 125; 200; 300; 500;
 800; 1,200 bushels. Order printed matter
 and dozen cribs now. Price will be right.

THE ELLIOTT & REID CO., Box 2060, Richmond, Ind., U. S. A.

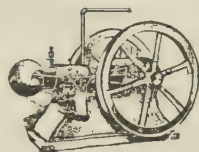
POWER FOR GRAIN ELEVATORS.

SOLD ENGINE THRU AD.

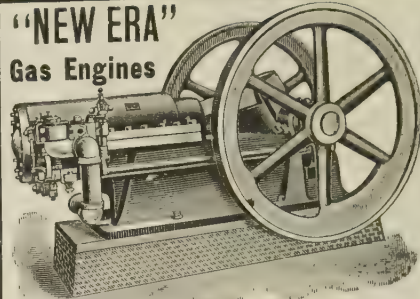
John H. Doyle, Longview, Ill.:
"Please discontinue my advertisement
in the Grain Dealers Journal, as I
have sold my engine thru the ad., and
could have sold one-half dozen en-
gines if I had them."

A CARD LIKE THIS

Would do YOU a great
deal of good at a
small cost.



**LIGHTNING
GAS ENGINE
AND SCALES**
KANSAS CITY HAY PRESS CO.
459 Mill St. **KANSAS CITY MO.**

**"NEW ERA"**
Gas Engines

For Gas or Gasoline.

Sizes 5 to 80 H. P.

NEW ERA IRON WORKS,
86 Dale Avenue, DAYTON, OHIO, U. S. A.

HOWE SCALES AND HOWE ENGINES

Can you get anything better?
Can you get anything as good?

INVESTIGATION WILL DETERMINE.

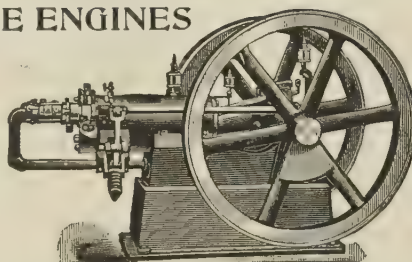
Grain Testers, Grain Scoops, Bag Holders, Car
Starters, Conveying and Elevating Machinery.

CATALOGS.

The Ball-Bearing Scale.



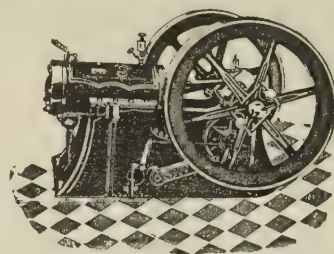
St. Louis, Kansas City,
Minneapolis, Cleveland.



1 to 60 H. P.

Wagon, Dump, Hopper,
and Grain Scales.

Double or Compound Beams.
Steel Frames.

Borden & Selleck Co., Chicago, Ill.**Power for Every Class of Work.**

The Waterloo Gasoline Engine Co. Waterloo, Ia.
Branch Houses: David Bradley & Co.,
Council Bluffs, Iowa; Bradley, Clark &
Co., Minneapolis, Minn.

Clark's DOUBLE
INDEXED
Car Register

Is designed to afford ready reference to
the entry or record of any car number.
Its facing pages are ruled into five col-
umns, those on the left hand page being
numbered 0, 1, 2, 3 and 4; while columns
on the right hand page are numbered 5, 6,
7, 8 and 9. Each column is ruled into
three distinct divisions with the follow-
ing sub-headings: "Initial," "Car No."
and "Record."

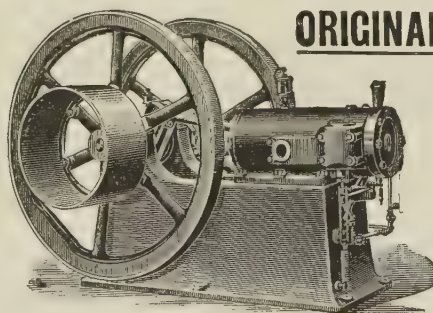
The marginal index figure represents
the right hand or unit figure of the num-
ber entered; and the column heading the
second or tens figure. So in looking for,
say 9846, we know it is on the page in-
dexed 6, and in the column headed 4, and
is quickest found by looking down the
blue line for the third figure or 8. The in-
stances in which these three figures appear
in this combination will be so few that
the required number can always be in-
stantly found if properly entered.

The book is made of heavy ledger paper
and well bound. Size, 11x14½ inches.

No. 40 contains 36 pages, with
spaces for registering 9,000 cars.
Price, \$1.50.

No. 42 contains 68 pages, with
spaces for registering 17,000 cars.
Price, \$2.50.

GRAIN DEALERS COMPANY,
10 PACIFIC AVE., CHICAGO.



**ORIGINAL LEWIS
GASOLINE ENGINES**

Most Popular and Reliable for

**GRAIN ELEVATORS
WATER WORKS
ELECTRIC PLANTS**

Don't be bothered with a cheap, inferior
engine. It will always make you trouble
and be the most expensive in the end.

Buy a Lewis at the start. It is acknowl-
edged to be standard in all respects.

J. THOMPSON & SONS MFG. CO., Beloit, Wis.**MODERN POWER TRANSMISSION ENGINEERING**

exemplified with typical installations in each issue of

Power and Transmission

(American Edition — English Edition)

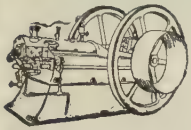
Of special interest to those contemplating mill or factory improvements.
Sample copy free. Address.

THE DODGE MANUFACTURING CO., MISHAWAKA, IND., U.S.A.
MANUFACTURING ENGINEERS.

BRANCHES — Boston; New York; Chicago; Cincinnati; Atlanta; London, Eng.

POWER FOR GRAIN ELEVATORS.

THE BAUER GASOLINE ENGINE



Is better adapted to the needs of the grain elevator man than any other.

WRITE FOR DESCRIPTION.

Bauer Machine Works,
Kansas City, Mo.

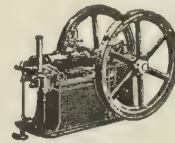
LENNOX GAS ENGINE



MFG. BY LENNOX MACH. CO.
MARSHALLTOWN, IA.
WRITE FOR CATALOGUE

of Elevator Engines.

BRUNNER ELEVATOR ENGINE FOR GRAIN ELEVATORS.



From 1 to 30 H. P.
Write for descriptive circular.
CHARLES BRUNNER, Mfr.,
Peru, Ill.

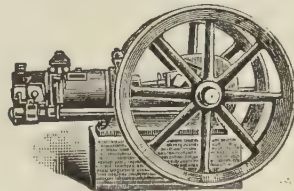
Burger Automatic

Gasoline Engines are Perfect

in mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.

WOOLLEY FOUNDRY AND MACHINE CO.
ANDERSON, IND.

OTTO ENGINES ARE DOING THE WORK OF THE WORLD!



The demand for large units is rapidly increasing. We are prepared to meet it. Our entire line of single cylinder horizontal engines from 30 to 150 H.P. has been remodeled during the last two years, brought right up to now, and five years ahead of the nearest competitor. 20,000 feet of floor space added to our factory and latest improved machine

tools installed. We can meet your requirements.

THE OTTO GAS ENGINE WORKS

Chicago Representative, T. W. SNOW, 360 Dearborn St.

PHILADELPHIA, PA.

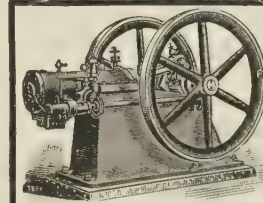
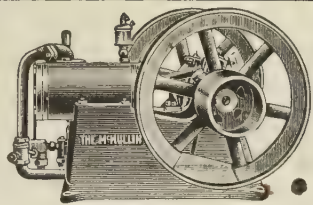
THE CHEAPEST POWER PLANT ON EARTH

is the Gasoline Engine. Learn something to your advantage about

McMullin Engines

by writing us. Catalog and prices on application.

McMullin Motive-Power and Construction Co.
404 Royal Insurance Bldg., CHICAGO.



THE Columbus

Gas and Gasoline Engines.

Simple, effective, easily started and adjusted.

Columbus Machine Co.
COLUMBUS, OHIO.
Send for Catalog No. 39

PURIFIED GRAIN

Commands a premium in every market, which is perfectly natural. All trace of smut, must and mold odors, also water stains, are entirely removed.

Ten years' experience in operating and building purifiers has shown us what is needed to do successful and practical work. Our experience should be worth something to you.

A Grain Purifier

On which letters patent have not yet been issued is not a safe machine to buy, and you may get a law suit with it.

The essential features of our Purifier are fully covered by U. S. Letters Patent No. 592691, issued Oct. 26, 1897, and whoever uses same without our permission is liable for damages for infringement. Write for particulars to

The American Grain Purifier Constructing Co.

DAVENPORT, IOWA, or KENTLAND, IND.

THE CLIPPER SEED CLEANERS

This cut shows our No. 7 SPECIAL SEED CLEANER with Traveling Brushes, and to which we can add our Special Air Controller, if it is desired.

This machine is absolutely unequaled as a cleaner—moderate in cost and of medium capacity—for handling all kinds of seeds—Clover, Timothy, Red Top, Blue Grass, Millet, Flax, etc., and is equally as good for all kinds of grain.

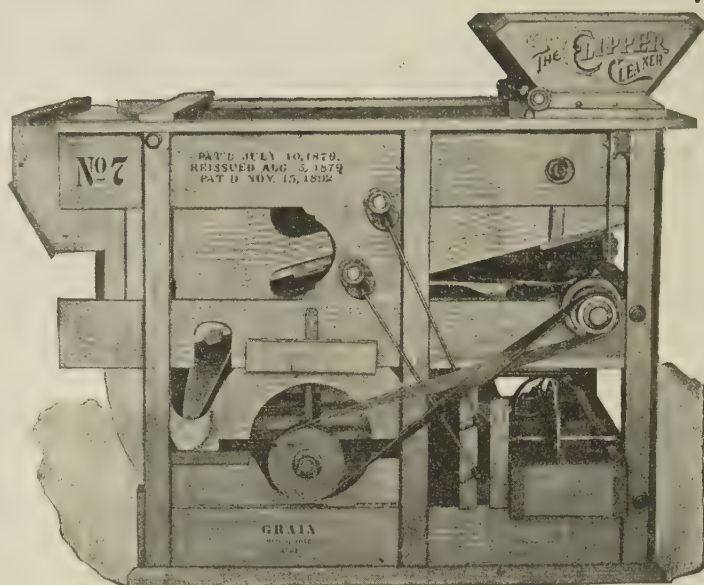
The Traveling Brushes KEEP the SCREENS CLEAR WITHOUT PERSONAL ATTENTION, and help to maintain the full capacity of the machine at all times.

The Special Air Controller permits regulating the air blast to EXACTLY MEET THE REQUIREMENTS OF LIGHT OR HEAVY STOCK, which is OF THE GREATEST IMPORTANCE IN CLEANING FINE SEEDS.

This machine is guaranteed to be first-class in every particular, to require a small amount of power, and to give entire satisfaction in the work for which it is recommended.

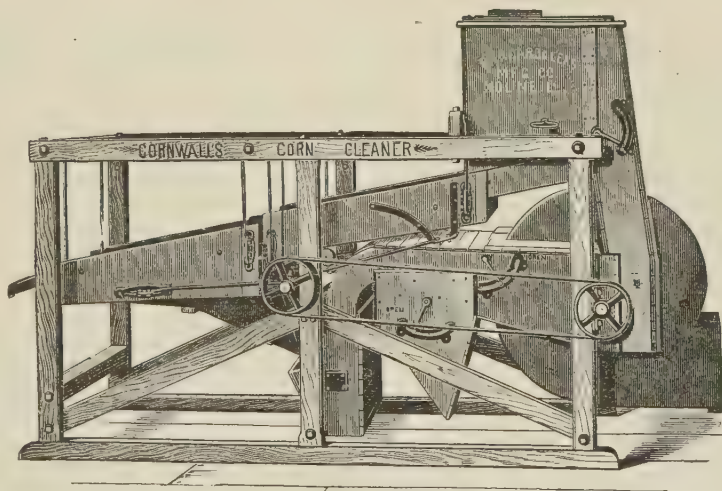
FOURTEEN of these machines sold to one seed firm, and TWENTY-THREE to another, THIS YEAR FOR THEIR OWN USE.

Sample Plate of perforations and new Catalog mailed on request.



A. T. Ferrell & Co., Saginaw, Mich.

The Cornwall Corn-Cleaner



The oldest and best shaker cleaner on the market.

It is dustless, light running and durable. Use it and your corn will never grade dirty.

It is provided with our patent finger sieves, which are the only form of sieves that will not clog and which will remove the small cob ends and pieces of cob so common in corn cleaned by other machines.

We also make the "Victor Sheller," "Barnard's Two and Three Pair High Feed Mills," "Barnard's Perfected Separators" and a complete line of Scourers, Oat Clippers, etc.

We make or supply everything needed in the elevator line.

BARNARD & LEAS MFG. CO., - MOLINE, ILL.

BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

ILLINOIS elevator at sacrifice or exchange for real estate; must be sold. W. L. Cadle, 440 Canal-st., Chicago.

ELEVATOR. New, up-to-date; 18,000 bu. Caused by death of active partner. Address W. D. J. Everett, West Milton, O.

INDIANA elevator, corn and feed mill in first-class condition, for sale or trade. Address C. J., box 9, care Grain Dealers Journal, Chicago.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address T. G. White, Cedar Rapids, Ia.

ELEVATOR in one of the best grain counties in Kansas on C. R. I & P.; no competition; new engine, new feed grinder. H. B. Dickerhoof, Severance, Kan.

FLAT WAREHOUSE for sale, on Canadian Northern Railway. Capacity 5,000, large scale. Good chance for grain buyer. K. Reimer & Son, Steinbach P. O., Man.

ELEVATOR and 60-bbl. roller mill, complete in every detail, for sale; very modern. Rapid money making opportunity for the right man. Colorado State Bank, Durango, Colo.

ELEVATOR for sale. In good condition; 12,000 bu. capacity; gasoline engine; wheat cleaner and feed grinder; corn sheller and cleaner. Address M. L. Hager, Versailles, Ohio.

A GOOD elevator, and hay, coal, feed and flour trade in connection. Crop prospects never better. Good reasons for selling. Address A, box 2, care Grain Dealers Journal, Chicago.

ELEVATOR for sale; 25,000 bu. capacity; cribs, 15,000 bu.; coal house; good point; 250,000 bu. annually. Price, \$8,500; easy terms. Address L. S., box 8, care Grain Dealers Journal, Chicago.

ELEVATOR and mill on the Lake Shore Road in Ohio for sale. Ship 400 cars annually; no grain dealer here now. Storage, 15,000 bu. Plant worth \$13,000. Address Miller, 72 Traders bldg., Chicago.

ELEVATOR for sale, 40,000 bu. cap., cribs 5,000 bu.; coal house; fine point; 250,000 to 300,000 bu. annually; 7 miles from state university. Handle hardware and implements. Address No. 64, Bondville, Ill.

LARGE country elevator for sale; 60,000 capacity; best location in Illinois; station handles 900,000 bu. grain annually. A bargain if sold by Jan. 1. Address P. O. R., box 9, care Grain Dealers Journal, Chicago.

GRAIN elevator at Yellow Springs, Ohio, town 1,800 inhabitants; no opposition; in good grain country. All in running order, with established business. For particulars address Meda Brooks, Yellow Springs, Ohio.

CENTRAL INDIANA elevator for sale at a bargain; capacity, 15,000 bu; in a good grain county; 150,000 to 200,000 shipments annually. Good reasons for wanting to sell. Terms reasonable. Address Box 46, Cicero, Ind.

ELEVATORS FOR SALE.

ELEVATORS for sale or trade for farms. W. A. Thompson, Attica, Ind.

ELEVATOR in good condition, for sale. Capacity, 10,000 bu.; gasoline engine. C. W. Henrichs, Bunker Hill, Ill.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

N. E. KANSAS elevator of about 10,000 bu. cap.; gasoline power; sheller; cleaner; hopper scales. Very large territory; one competitor; station ships 300,000 bu. Price \$6,000, no trade. Address M. D., box 9, care Grain Dealers Journal, Chicago.

TWO elevators for sale in northern Indiana. One on the main line of the P. F. W. & C. R., the other on the Vandalia. Located in good residence towns and in the best grain producing section of Indiana. Address Plymouth Novelty Mfg. Co., Plymouth, Indiana.

TWENTY thousand bu. capacity steam elevator, with cribs of 40 thousand bu. capacity; all in first-class repair. Good wheat and corn crops this year; a very large acreage of fall grain sown and in fine condition. Good reasons for selling. J. H. Swan, Moorefield, Neb.

ONE mill and elevator and four elevators for sale in Indiana, two in Iowa, one in eastern Illinois with hardware store and implements in connection. Some rare bargains and money-makers if taken soon. List your elevators for sale with me. Aaron Smick, Decatur, Ill.

ELEVATOR for sale, cap. 32,000, cribs 10,000, 2 dumps, gasoline engine; everything in No. 1 running order. Will stand investigation. Located in best grain belt in Ill.; 400,000 bu. annually. Price \$7,000 if taken at once. Good reason for selling. Address C. A. Dryer, Champaign, Ill.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modernly equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, box 9, care Grain Dealers Journal, Chicago.

PAYING LINE of elevators in first-class agricultural territory of Illinois. Yearly business of corn, wheat and oats about 1,000,000 bu. Properties located at Stonington, Willeys, Taylorville, Clarksdale, Raymond and Honey Bend, total storage 303,000 bu. Present owner and manager has had these properties many years, always profitable. Nothing better can be found. Every condition, including competition, is good. We offer the entire business at \$35,000; prefer to sell all together. On Wabash R. R. For additional information address the Pratt-Baxter Grain Co., Taylorville, Ill.

ELEVATORS FOR RENT.

FOR RENT: A grain elevator in best grain and seed district in Iowa. Address Ruskin, box 9, care Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

WANT TO BUY an elevator at good grain point in eastern Neb. or southwestern Iowa. J. W. Bailey, Brock, Neb.

GOOD IOWA elevator wanted. Must handle 150,000 bu. or more per annum. Address B. C., box 7, care Grain Dealers Journal, Chicago.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Agency, 72 Traders bldg., Chicago, Ill.

IF you want to sell your elevator, advertise it in the "Elevators for Sale" column of the Grain Dealers Journal. This will place your property before all probable buyers and insure your getting a good price for it.

HELP WANTED.

A GOOD MAN wanted, to work in country elevator. State experience, and whether single or married. W. F. Starz & Co., Fowler, Ind.

HELP-WANTED advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

SITUATIONS WANTED.

POSITION wanted as manager of country elevator; three years' experience. Address Box 304, Plover, Iowa.

WOULD like a traveling position for good grain and seed house. Territory in Ohio, Ind. and Ill. Or an organizer for grain associations. Will furnish the best of references. Box 35, Antwerp, O.

SITUATION wanted, with grain dealer, by temperate, single man, having had 25 years' experience buying, selling and milling grain, on road and in office. References. Fremont, box 9, care Grain Dealers Journal, Chicago.

SITUATION wanted, as track or general buyer for a grain receiving and shipping firm or solicitor for first-class commission house. Can buy the new corn. Seven years' experience; local buyer for Chicago grain firm at present. Address Buyer, box 9, care Grain Dealers Journal, Chicago.

**FINE
LOCATIONS**

FOR
**ELEVATORS, FACTORIES,
AND OTHER INDUSTRIES OF**

The Belt Railway of Chicago.

COMPETITIVE RATES.
AMPLE CAR SUPPLY.

**ADDRESS B. THOMAS, PRES. AND GEN. MGR.
DEARBORN STATION, CHICAGO.**

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

MACHINES FOR SALE.

WILLFORD 3-roller mills for sale; one No. 1, one No. 2. C. D. Holbrook & Co., Minneapolis, Minn.

A MILLING separator, another bargain. Cleans corn, oats and seed wheat. B. S. Constant Co., Bloomington, Ill.

CORN cleaner, Barnard & Leas, No. 2, double cylinder, good condition. Will sell cheap. I. R. Kennard, Moran, Ind.

NO. 2 LITTLE VICTOR Sheller and Cleaner combined, for sale. In first-class shape. John M. Hornung, Greensburg, Ind.

PIONEER Wagon Dump for sale at 2-3 cost, f. o. b. here; in good shape; ready to run. W. P. Finger & Sons, Sawyer, Kan.

ONE style H No. 1 feed mill for sale. Good as new; mfgd. by Foos Mfg. Co., Springfield, O. Address A. H. Richner, Crawfordsville, Ind.

ONE No. 1 Barnard & Leas Separator, used but a short time, all in good repair, \$65 f.o.b. East Prairie, Mo. Address E. D. Russell, East Prairie, Mo.

A No. 4 Western Corn Sheller and Cleaner, in good condition, for sale; \$50 f. o. b. car Crawfordsville, Ind. Address Bernard Price, Crawfordsville, Ind.

NO. 1 MARSEILLES New Process Cleaner and No. 5 New Process Cylinder Sheller, in good condition, for sale cheap. Address J. H. Stewart, Manson, Ind.

SEND for our list of new and second-hand shellers, cleaners and meal and feed grinding machinery, mill and elevator supplies. The E. E. Hollister Co., 116 North Front-st., Quincy, Ill.

TWO THOUSAND-BUSHEL "Three Rivers" Corn Sheller, run one season. Pulleys, shafting, belting and forty-foot elevator complete. Will sell at a bargain. McClure Bros., Dallas, Texas.

CORN CLEANER for sale cheap. Rolling screen corn cleaner, Smith make; in good condition; capacity 300 to 400 bu per hour. Larger cleaner put in reason for selling. W. E. Tuttle, Springfield, O.

ONE No. 3 Miami Valley Corn Cleaner; 1 Smith Patent Ear Corn Feeder; 1 Eureka Wheat Cleaner, brand new; was never set up. for sale. Price is right. Raymond P. Lipe, 50 St. Clair bldg., Toledo, O.

ABOUT 150-ft. Jeffrey Chain Conveyor, suitable for an ear corn drag or for conveying small grain either from dump or from storage bins. For further particulars and price write to Churchill & Co., Buffalo, N. Y.

ONE 24-in. attrition mill; one No. 6 oat clipper; one No. 3 receiving separator, with 2 sets sieves, wheat and corn; one new Howe Hopper Scale, 300 bu. capacity hopper, ironwork and beam strong enough for 500 bu., everything new, timbers and hopper go with it. One, 9x18, 3-pair-high roller mill, new, John T. Noye make. Above machines are as good as new and will be sold cheap. Prices on application. A. S. Garman & Sons, Akron, O.

MACHINES FOR SALE.

SECOND-HAND CLIPPER MILLS for sale. Apply to the Albert Dickinson Co., Chicago, Ill.

TWO No. 4 Eureka Clippers; good condition. Sell because I have not power enough to run. D. N. Dunlap, Fontanelle, Iowa.

OAT CLIPPER, 2,500 bu. capacity; wheat cleaner, and improved dustless corn sheller for sale. All new and in good repair. Berry-Horn Coal Co., Bank of Commerce bldg., St. Louis, Mo.

LARGE BARLEY AND WHEAT REEL, about good as new; 60 reels, an exceptionally fine machine for taking out all kinds of seeds and small kernels. Cost \$400. Will take \$100 cash. S. D. H., box 4, care Grain Dealers Journal.

OAT CLIPPER for sale at low price, as we have no use for it. Machine does very good work and can be run at 200 to 1,000 bu. per hour, requiring 5 to 25 h.p. Best made. Address J. B., box 7, care Grain Dealers Journal, Chicago.

POWER grain & seed cleaner for sale. No. 6 Monitor Grain & Seed Separator, made at Silver Creek, N. Y. In first-class condition. We having no further use for it will sell at a reasonable price. Thos. Johnston & Co., 33 South Gay-st., Baltimore, Md.

ONE No. 8, 4 No. 5 and 5 No. 4 Knickerbocker Cyclone Dust Collectors; No. 9 Monitor Oat Clipper; 2 No. 9 Monitor Warehouse Receiving Separators; 2 Twin City Succotash Machines, 100 to 250 bu.; 2 flax machines, 100 to 150 bu.; 4 friction clutch pulleys, 48x8; 3 36-in. and 1 76-in. 5 gr. friction clutch sheaves, 1-in. rope. G. T. Honstain, 313 3d st., S., Minneapolis, Minn.

MACHINES WANTED.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

MILLS FOR SALE.

SMALL FLOUR MILL with water power, including 50 acres and houses, in fertile Pine Valley, Baker Co., Ore., only mill in 75 miles, for sale at \$12,000, worth \$20,000. P. V., box 9, care Grain Dealers Journal, Chicago.

FULL roller 75-bbl. mill and granary, in the fine wheat belt of west Tennessee, will be sold at reasonable price and on terms to suit purchaser, as other business demands entire attention. Tennessee Farm Co., Trimble, Tenn.

MILL on the L. & N. in the fine wheat county of Christian. Steam power; steel wheat storage tank. New a year ago. Would like to sell half interest on account of death of business partner. Walter S. Bumpus, Pembroke, Ky.

75-BBL. Ohio mill with 10,000-bu. capacity elevator for sale. Practically new and running steady with a large crop of corn to handle this fall. Owner wishes to quit business. Will sell less than cost and very reasonable terms. Write me when you mean business. L. H. G., box 4, care Grain Dealers Journal, Chicago.

SCALES FOR SALE.

SCALES, 2d-hand, all sizes, also new ones cheap. Chicago Scale Co., Chicago.

HOPPER SCALE for sale, 60-bushel Fairbanks. C. D. Holbrook & Co., Minneapolis, Minn.

WAGON SCALE for sale, 6-ton Fairbanks. A. F. Chase & Co., 215 3rd street S., Minneapolis, Minn.

HOPPER scale for sale: a 200-bu. Fairbanks; used three months. Address E. A. Thorp, Garber, Okla.

MISCELLANEOUS.

THE Grainman's Actuary \$1.00 postpaid. Henry Nobbe, Farmersville, Ill.

HAY and straw presses, three alligator, for sale at a sacrifice; one nearly new. Address Charles Kitchin, Elwood, Ind.

CORN CRIB VENTILATORS. Adjustable; fit any crib. Satisfaction guaranteed or no pay. For full particulars write N. S. Beale, Tama, Ia.

ELEVATOR
OF ALL
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CORN & COB
CRUSHERS

RECEIVING
SEPARATORS

Send for
our Catalog
No. 7; full of good
things

Address
The C. O.
Bartlett & Snow
Company,
Cleveland, O., U. S. A.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE ENGINE of 3½ h.p. for sale. W. B. Murray, 1253 Milwaukee-av., Chicago.

SECOND-HAND engines for sale: size one 14x36 and one 18x42. A. F. Chase & Co., Minneapolis, Minn.

NEW ERA 26-h.p. Gas Engine for sale. Good as new. Geo. Middendorf & Co., 135 S. Water-st., Chicago.

SECOND-HAND 15-h.p. Standard Oil City Gas Engine for sale; \$300. Write for other sizes. Lammert & Mann, 155-161 S. Jefferson-st., Chicago.

BROWNELL Boiler and Engine. Boiler 35 and engine 33 h.p. Good as new. Can be seen running any day. J. W. McMillen & Son, Van Wert, Ohio.

CHEAP: An almost new Otto 5-h. p. engine. Guarantee it to be as good as new in every respect. We bought 15-h. p. Write Revere Elevator Co., Revere, Minn.

ONE second-hand tubular boiler, 16 ft. by 52 in.; 20-ft. smokestack, 24 in. diam. Price, \$100, f. o. b. cars, Kempton. M. J. Lee & Son, Kempton, Ind.

ONE first-class gasoline engine, 25 h.p., in the best of condition, for sale. Used only about four months. Address Geo. L. Brown & Son, 222 American Bank bldg., Kansas City, Mo.

CENTER crank engine, 12x16, manufactured by Erie City Iron Works, balanced valve, extended shaft and pillow-block box, in good order, will sell cheap. H. Clark & Son, Arlington, O.

ONE 16, one 12 and one 6-h.p. Fairbanks, one 13 and one 5-h.p. Otto Gasoline Engines, latest style, for sale or exchange; also other makes. A. H. McDonald, 36 W. Randolph-st., Chicago.

CENTER CRANK ENGINE for sale; 14x16; manufactured by the Erie City Iron Works; rated at 70 h.p.; used about 4 years; in first-class condition. Inquire Iron Elevator & Transfer Co., Buffalo, N. Y.

SECONDHAND GASOLINE ENGINES: One 22-h.p. Fairbanks, \$500.00; one 12-h.p. Olds, \$300.00; one 3-h.p. Oline, \$100.00; one 2½-h.p. Weber, \$100.00; one 1½-h.p. Webster, \$85.00. For sale by Allen P. Ely & Co., 1110 Doug.-st., Omaha, Neb.

STEAM AND GASOLINE engines for sale; 26, 12 and two 3-h.p. Charter; 17-h.p. New Era; 4-h.p. Racine, and 5-h.p. Fairbanks Gasoline Engines. Steam engines of 15, 35 and 40 h.p., and boilers of 20, 40 and 50 h.p. C. D. Holbrook & Co., Minneapolis, Minn.

FOR SALE—Second-hand gasoline engines, 1 to 50 h.p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

ONE 4-h.p. Otto; one 10-h.p. Otto; one 12-h.p. Lambert; one 22-h.p. Fairbanks; one 54-h.p. Fairbanks; one 20-h.p. New Era; one 26-h.p. New Era; one 35-h.p. New Era; one 60-h.p. New Era. I buy, sell or exchange. J. Montgomery Johnson, 216 Lake-st., Chicago, Ill.

ENGINES FOR SALE.

GASOLINE 15-h.p. engine for sale, \$275. Hartley, 43 S. Canal-st., Chicago.

FOR SALE:—Boilers & engines all sizes, \$35.00 up. The Bicknell Hdw. Co., Janesville, Wis.

OTTO 10-h.p. Gas Engine, in good condition, for sale. Address Parkside Mfg. Co., 86 E. Ohio-st., Chicago.

NEW ERA 16-h. p. Gasoline Engine for sale; also elevator belt and cups. G. H. Warren, Middletown, Ill.

ONE 12-h.p. Ideal Balance Valve Horizontal Steam Engine, 7 in. bore, 10 in. stroke, weight 1,800 lbs., complete with lubricators. Price, \$140. One h.p. horizontal steam engine, center crank, 6 in. bore, 8 in. stroke, weight 700 lbs., complete with lubricators. Price, \$100. J. Thompson & Sons Mfg. Co., Beloit, Wis.

ENGINES WANTED

GAS or gasoline engine wanted, 12 h.p. Must be a good make and in good condition. Address O. S., box 9, care Grain Dealers Journal, Chicago.

WANTED: Used gasoline engines for grain elevators, 10, 15, 25, 54 h.p. Give particulars. Name lowest cash price. Address Central, box 9, care Grain Dealers Journal, Chicago.

SCALES WANTED.

SCALES not in use can be sold quickly and at small cost by advertising in our department, "Scales for Sale."

PARTNERS WANTED.

PARTNER wanted, with \$6,000, to engage in the grain business. Address Illinois, box 8, care Grain Dealers Journal, Chicago.

ONE of the best milling and grain plants in Kansas wants a first-class grain man to take an interest in the business and manage the grain department. If you have \$5,000 to invest you are offered a rare opportunity to establish yourself in a permanent and paying business. Prefer a man who can speak Swede. If you don't mean business don't answer. Address M. G., box 8, care Grain Dealers Journal, Chicago.

GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

WANTED: Feed barley, and new No. 2 and No. 3 rye. W. H. Small & Co., Evansville, Ind.

CORN WANTED: 25 or 30 cars. C. J. Wilkerson, Holland, Tex. Member Texas Grain Dealers Association.

BUCKWHEAT wanted, by the car; dry and ready to grind. Quote prices. Patterson & Skinner, Pine River, Wis.

WANT OFFERS of sound, new mixed and yellow corn as soon as it is in good shipping condition. Write Ward & Taylor, Montreal, Canada.

EAR CORN wanted: 150 cars delivered about Nov. 1 at Holland, Tex., on M. K. & T. R. R. Who will submit prices? W. L. Crosthwait, M. D., Holland, Tex.

GRAIN FOR SALE.

POP CORN, two cars of the white rice variety, fine quality, for sale. Make cash offer f. o. b. here. Address A. C. Davis, Conklin, Mich.

WHITE WHEAT AND UTAH ALFALFA SEED. When needing white wheat or choice Utah alfalfa seed, write Sam Williamson, Salt Lake City, Utah. Address telegrams "Williamson," Salt Lake City, Utah.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

**GRAIN
DEALERS JOURNAL**
10 PACIFIC AVE., CHICAGO, ILL.

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Gentlemen:—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

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THE ENGLISH SUPPLY CO., KANSAS CITY, MO.
Steam Engines and Boilers
 Pulleys, Shafting and Hangers.
 Rubber, Leather and Canvas Stitched **BELTING.**

OATS

Oats that fail to grade, because they are discolored, damp or musty.

BY OUR

Oats Purifying Machine

We restore these Oats to their natural bright color and sweetness and add 5 to 8 cents per bushel to their intrinsic value.

A. Martin & Co.

32 TRADERS BUILDING.
 Opposite Board of Trade, - CHICAGO.

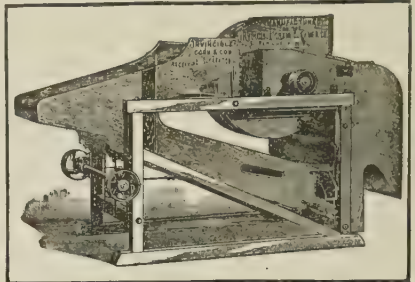
Grain Receiving Ledger FORM 33.

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 39 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired. The pages are 8x13 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit, and Remarks. The paper used is heavy linen ledger, bound in heavy cloth covers with Russia back and corners. Price \$2.25.

FOR SALE BY

GRAIN DEALERS COMPANY
 255 LaSalle St., CHICAGO, ILL.

THE INVINCIBLE CORN AND COB SEPARATOR & CLEANER



IT cleans corn and separates the cobs from the shelled corn, as it comes from the sheller, with one operation. It is durable, light running and dustless. Your corn will never grade dirty when this machine is used. This machine is fully guaranteed and shipped to responsible parties on thirty days' trial.

We manufacture Oat Clippers, Receiving Separators, Scourers and Cleaners, Needle Screen Gravity Separators and Spiral Belt Separators. SEND FOR CATALOG

INVINCIBLE GRAIN CLEANER COMPANY
 INVINCIBLE WORKS
 SILVER CREEK, NEW YORK

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COMPLETE ELEVATOR OUTFITS.

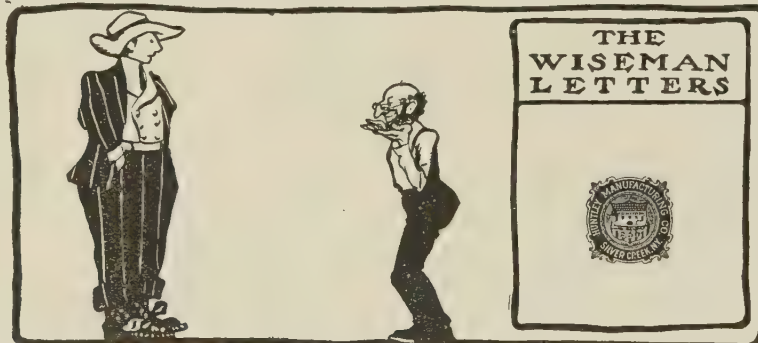
We are HEADQUARTERS for Buckets, Scoops, Conveyors, Belting and all kinds of Supplies. Send us your Bill for Estimates.

MIDLAND MACHINERY CO.,

309, 3rd St., So.

Prompt Shipments Guaranteed.

MINNEAPOLIS, MINN.



HE SAVES MONEY.

MY DEAR JOHN:

I just got your letter a few moments ago that Just-as-Good & Co. have been around to see you about putting in some special Grain Cleaning Machinery for you.

I know Just-as-Good & Co. pretty well. I put in one of their machines one time about a year ago. It was a fine looking machine—had a trade mark in nine or ten colors painted on it. That Separator was put in my elevator at the guaranteed capacity of 200 bushels an hour. Well, sir, it never came within 70 bushels of it. In three weeks after it was in, it creaked, groaned, wheezed and coughed like a rheumatic man with the asthma. Then I threw it out and got a Monitor. And I didn't have any trouble after that.

I suppose you remember Cy Smith who ran the corner grocery at the Cross Roads, in days gone by.

Well, you know Cy decided he would not buy his clothes in a Broadway store where "he had to pay for the gilt letters on the

windows and the brass buttons on the uniform of the boy who opened the door," but he went down to Levi on Barclay Street. Levi ran one of those Just-as-Good stores where you get a \$50 suit, with a pair of suspenders, a silk handkerchief and a pair of pulse warmers thrown in, for \$20.

Cy got a suit that was about four sizes too big for him with the idea that he might get fat, and Mrs. Cy spent the last five years of her life altering that suit to meet the contraction and expansion of Cy's figure.

Well, that is the thing you will have to look for in Just-as-Good & Co.'s Grain Cleaning Machinery. It will keep one man busy making it fit things. Take my advice and stick to the fellow who has a good reputation; to the fellow you can bank on; to the fellow who will back up everything he says.

It will pay you best to put in a Monitor Machine.

Yours truly,
 SAMUEL WISEMAN.

THE MONITOR LINE INCLUDES:

MONITOR DUSTLESS WAREHOUSE AND ELEVATOR SEPARATOR.

MONITOR DUSTLESS OAT CLIPPER.

MONITOR DUSTLESS WAREHOUSE SMUTTER.

And a full line of Special Grain Cleaning Machinery for any and all kinds of uses.

THE HUNTLEY MFG. CO., Grain Cleaning Machinery for Mills and Elevators, SILVER CREEK, N. Y.

GRAIN DEALERS JOURNAL

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10th and 25th of Each Month

BY THE

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CHARLES S. CLARK, Manager.

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Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., NOVEMBER 10, 1902

A FEW crop reporters in the winter wheat belt are troubled with Hessian flies. Look out for the flies.

OATMEAL millers are very glad to get bright oats of good quality, even at a substantial advance over the market.

DON'T be in a hurry to ship new corn, especially if you have any doubt regarding its arriving at destination in good condition.

VENTILATED corn cribs and ventilated box cars would greatly reduce the dangers now encountered in handling and shipping new corn.

FIREPROOF elevators may cost more at the start, but the small cost for insurance on building and contents soon repays the investor.

CIVIL Service Reform League wants Illinois grain inspection department placed under rigid civil service rules. Hurrah! for the League.

CLEANING grain thoroly before shipment invariably results in a better grade and a higher price. The increased profit is always worth the effort. Try it.

CARS are so very scarce and delivery of grain to eastern points so slow that heavy losses surely threaten those who begin shipping corn before it is reasonably dry.

EXCHANGE members are much safer men to deal with, because no commercial body will uphold a trickster or one guilty of uncommercial conduct, and generally the exchange member can represent the shipper's interests to much greater advantage.

ELKIN'S bill providing amendments to the Interstate Commerce Law merit more attention and support from the grain shippers than any other bill now pending before Congress.

COBS are said by experts of the Iowa Experiment Station to constitute a much larger percentage of the corn crop this year than usual. A fact which buyers of corn on the cob cannot ignore. Cobs will not grade No. 2 in any market.

RECENT RAINS have not improved the condition of the slowly maturing corn and unless colder weather soon prevails the percentage of the crop which can be shipped will be materially reduced in some sections.

FREE admission of Canadian grain is earnestly longed for by eastern maltsters as well as by the Minneapolis grain receivers, who see in the repeal an assurance of their city's becoming even a greater primary wheat market.

COMFORTABLE quarters for elevator employes, passenger elevators and a house kept clean by good dust collectors are all appreciated. These make it easier for the employes to do their work and encourage them to do it well.

ILLINOIS Valley dealers at their last meeting, an account of which is published in this number, condemned the Chicago inspection of corn and praised the weighing department. Who is to blame, the politicians or the Governor?

DRAINING water from the driveway or office roof to the scale pit is not likely to prolong the life of the bearings or the timbers of the scale. A dry pit not only reduces the expense for repairs, but increases the probability of the work of the scale being correct.

COURTESY to the traveler who calls at your office will never reduce you in the estimation of yourself or the members of the nail keg club who spend their days warming their shins around your stove. Courteous treatment will invariably win confidence and information worth having.

A KENTUCKY miller has raised his voice in favor of a national inspection bureau which shall maintain uniform grades in all markets. The grain trade wants no more politicians mixed up with inspection; it has enough. Otherwise uniform inspection will be more than welcome.

THE movement to organize the south-eastern trade is not progressing as rapidly as the friends of the movement could wish, but the plan has not been abandoned. Success can be confidently expected in the near future because the honest, fair dealing buyers of the south-east are suffering from the actions of the tricksters as well as the shippers caught.

KANSAS CITY'S big bucket-shop has been indicted by a federal grand jury for refusing to pay the revenue tax on each transaction both at head and branch office. Some day these swindling institutions will not have to pay any tax, for the simple reason they will not be permitted to operate.

HESSIAN flies are reported to be working overtime in Ohio wheat fields, but none of the so-called crop experts has yet reported the entire crop of winter wheat killed. The greatest of these crop experts try to forget their predictions each month and expect the reading public to do likewise. It is needless to say they expect entirely too much.

WRITTEN CONTRACTS are used more extensively than ever this season, and some shrewd dealers are satisfying those anxious to sell by contracting corn for December delivery. By degrees the farmer's prejudice against signing a written contract is being overcome, to the great advantage of himself as well as the regular grain dealer.

SHORTAGES are not entirely a trouble of the past, but thanks to better cars and greater care on the part of the shipper, the carrier and the terminal elevator man the shortages in shipments are fewer and lighter in almost every market than ever before. Perfection has not yet been attained, but improvement is continually being made.

HOT, sour dealers are not always the result of hot and sour grain, but frequently when grain that was started to market sweet and cool is reported hot and sour the shipper takes on the same characteristics. It is much pleasanter to hold it back until it gets in condition to stand being shut up in a tight car for an indefinite period.

JUDGING corn is not the easiest thing the farmer has to do, so the Iowa Agricultural College will give a short course of instruction in the art Jan. 5 to 17. Regular classes in corn judging will be held daily. Instruction of this character is pretty sure to result in better and more corn being grown. A course of instruction along these lines might help the political inspector to judge corn more satisfactorily.

HEDGERS against cash holdings are traveling a thorny way. With corners nearly every month it keeps them busy dodging the Bulls. The safer course is not to hedge until certain the grain hedged will grade. Few years bring so much poor grain to market. Shippers who cannot afford to hold their grain can sell or ship promptly. The very fact that grain is of such inferior quality this year that little can gain admission to the contract grades makes cornering the market comparatively an easy task.

THE BUCKET shop fight in the northwest is getting hot and as usual the Western Union Telegraph Co. is found on the side of the illegitimate. If the grain dealers of the country would throw all their business to lines which refuse to furnish bucket-shops with market quotations the Western would quickly change its course and cease truckling to these institutions which have brot the grain trade into disrepute.

AN IOWA box factory was burned recently and the competitors of the firm promptly came to its assistance with offers of stock to supply its customers until it could rebuild its plant. This brotherly generosity was the result of successful association work. We have heard of shippers turning over contract grain to a brother shipper who was short and had only low grades on hand, but not often enough to warrant one in expecting such pleasing exhibitions of generosity.

UNLESS cars loaded with grain are carefully guarded day and night when standing in terminal yards sneak thieves will surely help themselves to the contents, the shippers will lose the grain, carriers the freight on same and the grain market will gain an injurious reputation for shortages. Experience has proven that the statement of a railroad man to the effect that the cars are guarded does not mean that enough faithful watchmen are employed to do the work well.

ADULTERATED feed has again appeared on the market and some who are not in a position to meet this competition are raising an awful holler. If the makers will sell the stuff for just what it is, no objection can be raised. If a man prefers to feed his stock ground corn cobs because it is cheap, that is his privilege. However, all ground feed is not adulterated stuff simply because it comes from a grain elevator instead of a flour mill. Many elevator men are perfectly equipped to furnish choice feed and do it at a profit.

CLASSIFICATION of hay and straw has not yet been changed by the rail carriers, altho the Interstate Commerce Commission has so ordered; and it is not certain that such action will be taken soon. One thing sorely needed by the shipping public is uniform classification of all freight. If the railroads continue to prove their inability to devise an equitable classification then in justice to the public the Interstate Commerce Commission should be empowered and instructed to draft such a classification for use by all rail carriers.

CUT RATES are again disturbing the natural channels of trade and a New Orleans correspondent asks for a cure. Judging from his letter published in this num-

ber, some railroads still have favorites they do not fear to help. It is to be greatly regretted that the day of steady, equitable and uniform rates is still of the future, but it seems that carriers are unable to check the freight agent's desire for a lion's share of the business. With cars so scarce and delays so exasperating soliciting business at a cut rate would seem childish, yet our correspondent is in a position to know whereof he writes.

NEW CORN in some sections may be in condition to take in, but not everywhere, and many dealers are still standing firmly by their early resolve not to accept any new corn until it is in merchantable condition. Fear that competitors will get more than their fair share is prompting some to buy soft stuff, altho their best judgment tells them their action invites danger. The buyer who makes an exception of one farmer's corn, even tho it be reasonably dry, will soon be swamped with other offers of "just as dry," hence unless he is strong enough to stand by his judgment of quality it will be much better to refuse to buy any corn until much of it is in condition that will permit of its handling without loss.

OUR Ohio correspondent is not the only buyer who has complained during recent months because the published price of contract grain at Chicago is so much above the price country buyers are able to pay the farmers for the lower grades. The farmer who is informed that his new corn is worth twenty to thirty cents less than the Chicago market printed in the newspapers, grabs his breath and his wallet at the same time. He can't believe the dealer is honest and is firmly convinced an effort is being made to rob him of the just rewards for his toil. A full explanation satisfies some, but most of the growers will go on to the next buyer and the next and then return home damning all as an organized band of thieves. Little if any new corn will be dry enough to grade No. 2 in Chicago before the new year, but henceforth the difference in price of No. 2 and the lower grades will diminish.

DEALERS who are so afflicted with ennui as to find it difficult to keep the officers of their associations correctly and fully informed regarding the conditions existing in their district are to be pitied. Not only do they deny the maximum benefits of association work to their businesses, but they also embarrass the officers and hinder the work. The largest measure of success in association work is attainable only thru all entering enthusiastically into the work and giving the officers and committees that assistance and encouragement which prompts them to do their best. Bear in mind that all are working to smooth over the rough places in the trade and to make the business

safer and pleasanter. The closer members and officers keep in touch with one another, the more satisfactory will be the results.

"REASONABLY DRY" is said to mean that corn should not be damp. Yet after accepting this explanation much room is left for difference of opinion. As long as the terms used in the rules governing the grading of grain are indefinite the work of the official inspectors of the country must vary considerably. If the rules were made to specify the percentage of moisture permissible for admission to the different grades then the inspectors could conduct experiments frequently and detect any errors of judgment. It would not be necessary for them to rely upon their opinions as to how much moisture was intended by the framers of the rule. Even the rule makers of the different grain centers or the chief inspectors could not be expected to agree as to what constitutes reasonably dry or reasonably clean. The term is entirely too indefinite for the purpose and the sooner it is discarded the better for all concerned.

CHICAGO inspection of corn does not seem to meet with the approval of shippers to or from this market. Little fault has been found with the rules, but the rigid inspection during corners makes it next to impossible to sell for future delivery because no shipper can tell when a squeeze is to occur. The Illinois Valley Grain Dealers Association has adopted resolutions protesting against the work of the department and demanding a change, and judging from press dispatches the Illinois Grain Dealers Association is disposed to appeal to the Railroad and Warehouse Commission for relief from the rigid inspection at Chicago. Dissatisfaction with the work of the Inspection Department may be expected to increase as long as the quality of the grain is so poor and the grading so unreliable, so changeable. Grading under the present rules is too much a matter of human judgment. To get uniform and steady grading the work must be brot nearer to an exact science. This cannot be done unless the rules are made more definite.

WILD CAT insurance companies are increasing so very rapidly that there is prospect of their outnumbering the legitimate responsible organizations. A manufacturer who recently suffered a fire loss came to Chicago with thirty policies of \$1,000 each, expecting to collect, altho the so-called companies had ignored him. Upon investigation by a lawyer of standing he learned that he might be able to collect on three of the policies. On the other twenty-seven it was provided in fine print that he must give to each of the companies a typewritten, detailed statement of every article actually destroyed and, in fact, a complete report of

the fire and of his insurance. It was figured that the expense of preparing his report for these insurance companies would approximate \$300. They were by their policies in no way bound to recognize the claim until such report was filed. As the companies were considered worthless he finally decided he would not throw away \$300 more on them. It not only pays to read carefully your insurance policies before the fire, but also to investigate the financial standing of the companies writing the policies.

ST. LOUIS receivers have been working honestly for years to place the weighing of grain in that market in the hands of disinterested parties or to have it supervised by the Merchants' Exchange, but have been perversely crossed by a few cheap politicians and several elevator operators who unwittingly accept such action as a reflection on the honesty of their weighmen. The matter is one which should be entirely removed from politics and politicians. Even the committees working to secure the establishment of the Merchants' Exchange Weighing Bureau should be worked over and the names of all identified with either machine omitted. The Illinois gang would not hesitate to stretch a point against weak opposition if they could help their fellow grafters across the river. The work of installing the exchange weighman is not likely to succeed under the leadership of one who after five years' effort (?) shows only such progress as he has been forced to make. The grain trade of St. Louis is worth more to the city than all its machine workers. What is needed is the leadership of a vigorous fighter who will leave no stone unturned until the tallymen of the Merchants' Exchange Bureau are installed in every elevator, mill and brewery and St. Louis weights are not only above suspicion, but are correct all the time.

OIL SELLERS, or, rather, wud-be sellers, are more numerous in Cleveland, Ohio, than any other city ever heard of. During recent months we have received many letters sent by different oil companies located in Cleveland to grain dealers in different sections of the country. The form of letter in each case is the same, so it may be that one man writes the letters for all these companies. Of course, he would not do it in the same office or at the same desk because he might get his letters mixed. He is now working in the Northwest and has a half barrel of extra fine cylinder oil and a barrel of extra lard machine oil at a Minneapolis freight depot which he is extremely anxious to sell in order to save storage charges. The company guarantees everything or anything a would-be buyer might ask. And yet the oil does not move. The Minneapolisians seem to have seen this trick before. One very unfortunate thing about these many Cleveland oil companies is that they have had these same barrels of oil "at nearby station" continuously during the last twelve years. The two barrels have been so much in one another's company as to become weary of the job, but their owners find so much profit in sending them out together, one wonders what is the approximate cost of not keeping posted. Surely some one has to pay the expenses of the trick and no one can believe the Cleveland oil companies would continue this old game year after year if it did not prove profitable.

A ST. LOUIS miller whom we quote in this number has started an agitation for a change in the trading in grain on the exchanges which he hopes will result in the substitution of a more business-like method. His suggestion is that a certain percentage of contracts be filled with No. 3 and No. 4 sound grain at the market difference. This has been tried in New York without definite results as yet. He is not the only one disgruntled with present conditions. The bulls have met with remarkable success this year because their campaigns have been short and the condition of the grain has favored them at every turn. The inspection, too, has been quite rigid. However, if a rule were made now which would favor the bear side of the market and give the miller his raw material at a lower average price, it could not be expected to outlive the demand for fair play which would come from every nook and corner, if next year's crop is gathered in good condition and the most of it grades contract, as has been usual heretofore. The rule makers would then be called upon to favor the bull side as much as Mr. Kauffman and others have asked for the bears this year. In fairness to both no discriminating rule can be tolerated. He hints at the desirability of having the inspection rules of the different markets uniform, so that contract grain can be sent from one market to another to save the shorts. No one will oppose uniform rules, in fact, it is generally conceded that uniformity would facilitate and encourage trade between the markets, but the inspection must also be uniform.

EXPELLING and publishing to the trade members who refuse to arbitrate trade differences or to abide by the decisions of the arbitration committees has not proved a sufficient power in every case to induce the erring ones to make amends and comply with the rules of their organization. In hope of increasing its influence for fair dealing the Texas association, which was the first to adopt the arbitration feature, amended its by-laws to provide for a fine of \$10 per car for members who buy grain from or sell to anyone refusing to arbitrate or who has been expelled. For a time this rule was that to be in violation of the anti-trust laws, hence was not enforced. Recently competent legal counsel has assured the officials of the organization that its constitution and by-laws can be followed without a violation of the anti-trust laws. Accordingly the officers have promptly decided to fine offending members and henceforth it will not be so easy for expelled dealers to do business. Unless the mandates of an arbitration committee are enforced, the work of the committee is in vain. No half way measures are practical. Any compromise with or tolerance of unfair dealings must serve to encourage others to do likewise. Fair dealing in the abstract has everyone identified with the grain trade for its constant and earnest champion, but avarice often sways many from their natural course. Unless the various organizations which are striving to elevate the trade can materially strengthen the cause of arbitration as is now being attempted in Texas, the work must fall short of the coveted success. There is no room for tricksters in the grain trade. They are not wanted. The laws of the states and the country no less than the rules of the association are against them.

Cobs.

Gasoline engines sometimes fail to start in cold weather because the gasoline, being cold, lies in the cylinder without evaporating with sufficient rapidity. By using two or three times the usual amount of gasoline to start the engine the slowness of the vaporization can be overcome. If a second charge is drawn into the cylinder after the first has failed to explode, the mixture may be too rich to ignite. Clean out the vapors by revolving the wheel a few times.

Frank H. Mason, consul at Berlin, writes: The heavy increase in German wheat imports and the important falling off in corn is due mainly to its high price in America, which permitted the corn of Russia, Roumania, Hungary, Argentine Republic and Servia to compete, although there was a decline in the total import of corn from 831,451 tons during the first six months of 1901 to 592,087 tons during the same period in 1902.

Canada is being punished severely by Germany in retaliation for tariff favors to British traders. Canada's sales of wheat to Germany have become so small in comparison with those of the United States as to be unworthy of notice. Manitoba wheat, which really is a superior article, is selling at Liverpool 3 cents lower than Duluth wheat. As the value of the export surplus measures the value of the entire crop the German embargo is costing the farmers of Canada millions annually.

Shipments of barley from Pacific ports, in response to rapidly increasing foreign demands, have resulted in such appreciation of the price of this grain as to render its growing in the Pacific coast states more profitable than that of other cereals. During the year ending June 30, 1902, more barley was shipped to foreign ports from California than in any previous year; and the demand since the date named has been so heavy and urgent as to result in the sale of the entire available supply at greatly enhanced prices.—Government Crop Reporter.

Our exports of breadstuffs for the nine months ending Oct. 1, included 95,223,194 bushels of wheat, 4,588,019 bushels of oats, 6,788,204 bushels of corn, 5,593,065 bushels of barley and 2,928,172 bushels of rye; compared with 138,960,287 bushels of wheat, 22,802,965 bushels of oats, 93,684,020 bushels of corn, 4,243,898 bushels of barley and 2,293,934 bushels of rye exported during the corresponding months of last year. Total breadstuffs exported during the nine months were valued at \$130,505,463; compared with \$213,293,084 the value of the total exports during the corresponding months of last year, as reported by O. P. Austin, chief of the bureau of statistics.

Substantial quantities of wheat are being fed to cattle and fowls in place of maize, which is unobtainable under 28 shillings per 504 lbs. at the ports. This phenomenon has been alluded to before and it may be that throughout western Europe the same state of affairs obtains; indeed, our correspondents frequently referred to the unfavorable weather conditions prevailing at the time of harvest in Germany, Belgium, Holland and France. Before new wheat was ready it is an admitted fact that reserves of native wheat were reduced to an extent for which there is no modern comparison, except it be perhaps in the concluding months of the Leiter season.—Liverpool Corn Trade News.

LETTERS FROM THE TRADE

GRAIN RATES SOUTH NOT MAINTAINED.

Grain Dealers Journal: New Orleans track buyers have been in a bad way, off and on, for the past few months, on account of tariff rates not being maintained from outside points.

One firm at St. Louis has enjoyed almost a monopoly of the local trade on oats, and the firms here who usually do the bulk of this business are and have been practically out of the business. Prices that the oats are sold delivered are less than the equivalent one would have to pay f. o. b. and the tariff rate added.

The Mobile & Ohio railroad started the ball a-rolling and the I. C., in order to get even, has joined the procession.

Evansville, Ind., has also come to the front as a "cheap John" oat market and is pushing St. Louis hard for the business.

It looks that grain rates south are badly demoralized, and need stimulating badly. What is the cure? M. A. Rogers & Co., New Orleans, La.

WEIGHING AT PITTSBURG.

Grain Dealers Journal: In your last issue of your Grain Dealers Journal I noticed a letter written by Mr. R. S. McCague of Pittsburg, which voices my sentiment to the full extent. For several years past I have been attending different grain conventions in the West, and almost at every meeting I would hear Pittsburg weights ridiculed, and felt badly indeed to hear it. I believe that we have as many honest weighers at Pittsburg as there are at any other points and think if Mr. McCague's suggestion is carried out, as to weighing, that is the Western shippers standing \$1.50 per car, and the Eastern buyers standing \$1.50 per car, or \$3 for weighing each and every car, that it would work out a great satisfaction to both, and the shippers would then feel they were not being taken advantage of at this end of the line. I could not let this subject pass without comment on my part. Very truly yours, C. A. Foster, Pittsburg, Pa.

GRADING A FARCE.

Grain Dealers Journal: The condition of corn in this section is much improved, but drying slowly, and we will not ship any before Nov. 15, which is 20 days later than we have been for many years. I think the crop will be large, but farmers will not be free sellers under 40 cents out of the field, which is high for graded markets; in fact, the graded market has got to be such a farce that we are disgusted with the whole situation. It leaves us no place to protect ourselves.

While 2 corn is worth 90 cents in Chicago, our corn which is just below that grade is not worth 60 cents.

Our farmers see quotations of all kinds of grain and feel that our price is far below what we get for it. Take clover seed: prime is now worth \$6.90, while such seed as the farmer produces is worth about \$5.

If No. 3 corn, wheat or oats could be delivered on contract at difference of 5 or 10 cents per bushel we would have no more corners in this country. I have never lost a dollar in option markets; but we know the manipulation of the markets hurts the country dealers and farm-

ers and the country in general. Yours truly, C. N. Adlard, Piqua, Ohio.

WANT UNIFORM INSPECTION AT CHICAGO.

Grain Dealers Journal: Referring to the meeting held in Chicago Oct. 22, and described in the Journal for Oct. 25, to discuss changing the rules governing the present inspection of No. 2 corn, I will say that the grain shippers agree quite generally with President Warren and others that the rule should not be changed. At the same time we insist and shall ever continue to do so, that the rule should be lived up to, and not changed at the caprice of anyone in authority in times of great stringency, as during the late July and other corners. The rules are all right. It is the manner in which they are construed and enforced that the shippers of grain object to.

At the Peoria exhibition in October, prepared by the chief grain inspectors of all the great markets, the sample of No. 2 corn exhibited by the Chicago Inspection department was the easiest to fill of any shown. No reasonable person would or could object to this sample. Now, if the Chicago Inspection department will grade corn accordingly there will be no further criticism. But no sooner is there a "corner" than great rigidity appears, and instead of corn equal in quality and condition with the sample shown in Peoria inspecting No. 2, it usually grades No. 3, and corn described in the rule governing No. 1 corn is required. This is all wrong and hard to endure. If the Chicago Inspection department exhibits in Peoria a standard sample of No. 2 corn we claim the inspection in the Chicago yards should conform to that sample, "corner or no corner." Otherwise the making of rules and exhibitions of samples are a "delusion and a snare."

With the exception that too much emphasis is placed on the word "dry," the amount of moisture allowable in No. 2 corn should be specified and corn that is questioned should be submitted to a scientific test instead of being determined through the sense of feeling by any one man.

While we do not urge the changing of the rule, we do believe the statement made by Mr. Charles Counselman to be a correct word picture of the situation, and that the inspection is altogether too rigid. Mr. Counselman states that during the last crop year he shipped to Europe more than ten million bushels of corn; that every bushel of it graded No. 2 at the European points and [take note] not one bushel of the entire ten million was inspected No. 2 corn in Chicago. Now, if this No. 3 graded No. 2 in Europe why should it not grade the same in Chicago? If it will carry safely by rail and water all over the world, why is it not dry enough for storage purposes in Chicago?

We sincerely think it is, and that a great hardship is enforced on farmers and shippers by this rigidity. We repeat that we believe the corn required by the present inspection, especially in times of stringency, is the corn described in the rule governing No. 1 corn.

Mr. Bidwill asks, "What will satisfy a country shipper?" We reply: Give him the same inspection on grain upon its arrival at Chicago as he gives others on its departure, and there will be no further complaint. Until this is done the country shipper is justified in protesting vigorously and persistently. We see no con-

sistency in exhibiting a sample of corn in Peoria if the inspection in Chicago does not conform to the sample shown. Yours respectfully, A. W. Lloyd, Traveling Representative Illinois Grain Dealers Association.

TEXAS MILLERS ALMOST SHUT OUT OF NORTHERN GRAIN MARKETS.

Grain Dealers Journal: In the last issue of the Journal I note that your Texas correspondent makes the error of reporting that the Interstate Commerce Commission has ordered a reduction in the differential flour carries over wheat, being the result of a hearing had by the Commission on Sept. 26th.

In reply thereto I beg to advise that for the last several years wheat and flour have been consigned to Texas originating in Missouri, Kansas and Oklahoma under the Southwestern Traffic Association's Tariff No. 15-F which provides that flour should carry a differential over what of 5c per hundred and bran should be moved at the wheat rate.

Under the operation of this tariff a mill in Texas could buy its wheat in Northern Territory and move the wheat to the milling station in Texas, then manufacture same into flour, and for all flour sold at the mill door the rate on flour was 5c per hundred lower than the rate on flour from the same point in the Northern Territory to the milling station in Texas; the rate on bran was exactly the same as paid by the Northern mill. The Texas mill, however, lost the freight on the weight which is lost in milling which is known in milling circles as "the invisible loss," and which amounts to about 4 pounds per barrel.

When a Texas mill buys its wheat in Northern Territory and mills same in transit the product must pay as much as 5c per hundred minimum balance, both on the flour and on the bran when moved to any point beyond the milling station and in addition to this, if the product moved on a backhaul or indirect route, an additional charge of 1/2c per ton per mile penalty was fixed for such indirect service.

Thus the Texas mill which applies milling in transit pays the flour rate on both its flour and its bran, thus being charged the same rate on flour as the Kansas mill and 2 1/2c per hundred higher on its bran than the Kansas mill. In view of the fact that but a small per cent of the Texas mill's product is sold at the mill door, it necessarily follows that the amount of freight paid by the Texas mill on its product manufactured from Kansas, Missouri, and Oklahoma wheat, is a higher rate than any mill located in the above mentioned territory.

I have made some figures comparing the conditions of the Kansas and Oklahoma miller and find that where the wheat is milled in transit in Texas and sent to a direct destination that the Texas miller pays 7c per barrel more freight than the Kansas and Oklahoma miller, plus charges for backhaul, while the product of the Northern wheat sold at the milling station in Texas, the Texas miller would have to pay about 6c per barrel less freight than the Kansas miller, but inasmuch as the large majority of the Texas mill's product is reshipped from the milling station, it follows that the Texas miller under the old tariff which existed when the petition was filed before the Interstate Commerce Commission, paid more freight for the service

performed by the Ry. Cos. than its neighbor located in the North for a like service.

During the last several years there has grown up a large movement of grain and grain products through Texarkana which has been recognized as a gateway, the grain and flour moving to Texarkana under the grain rate and bran under the barley rate, and move from Texarkana to common point territory in Texas under the Texas Commission Tariff.

The Texas Commission tariff provides for flour to carry a differential over wheat of $2\frac{1}{2}$ c per hundred. Thus in an interstate shipment, using the Texarkana gateway and a combination of local through Texarkana, reached final destination in Texas with the flour carrying only $2\frac{1}{2}$ c per hundred over wheat, and bran $2\frac{1}{2}$ c less.

The several grain carrying interstate lines entering Texas which were not interested through the Texarkana gateway have complained for the last several months of what is known in Texas as "The Texarkana Situation," and, finally, in order to meet the proportional through Texarkana, they promulgated on Sept. 10th a new tariff on grain and on grain products providing for only $2\frac{1}{2}$ c per hundred higher rate on flour than on grain and bran and the barley rate $2\frac{1}{2}$ c less than the grain rate.

This was brought about by the "Texarkana Situation" and not by reason of the fact that this question was brought up before the Interstate Commerce Commission. If you will refer to the tariffs issued by the Southwestern Traffic Association you will find that the new tariff went into effect Sept. 10th, while the hearing before the Interstate Commerce Commission was not had until Sept. 26th.

Now we wish to advise that while the differential on flour has been reduced $2\frac{1}{2}$ c per hundred, and bran has been put on the barley rate which is $2\frac{1}{2}$ c per hundred lower than the wheat rate, and which is $7\frac{1}{2}$ c per hundred lower than the flour rate under the old Tariff 15F, yet the minimum balance to the Texas miller remains unchanged. Therefore, the Texas miller is to-day paying $2\frac{1}{2}$ c per hundred more on his flour and $7\frac{1}{2}$ c more on his bran than for a like service performed by the Ry. Cos. for the millers located in Northern Territory.

If this situation were allowed to stand it would soon result in deterioration to the milling business in Texas, and even may go so far as to result in final destruction of the Texas industry. In the opinion of the writer any deterioration of the milling business in Texas would have the tendency to reduce the value of wheat in Kansas and Oklahoma by reason of the fact that it would take from that field one of the largest competitors for wheat and ultimately result in increasing the price of flour in Texas by reason of the fact that any deterioration of the milling business in Texas would decrease the competition for flour business in Texas. In the end, the destruction of the milling business and milling industry in Texas would mean that such wheat as is raised in Texas would be forced to be sold upon export values alone, whereas under the present conditions the average crop of Texas will bring from 8 to 12c per bushel above export value.

To illustrate my point more fully I wish to advise that on to-day's market we are paying 73c per bu. at our mill

door while No. 2 wheat in Chicago is to-day selling at $72\frac{1}{2}$ c per bu. Our freight rate to Galveston—which is our export point—is 15c per hundred or 9c per bu. and as a rule wheat for export is worth about as much in Galveston as it is in Chicago. Therefore, on to-day's market we are paying $9\frac{1}{2}$ c per bu. above export values for Texas wheat which is being offered. I feel sure that if the millers of Texas, Missouri, Kansas and Oklahoma could meet the Texas millers and could frankly and earnestly discuss this question, that we could find common ground on which we could harmonize and the interests of all parties and both sections be fully taken care of. I trust that I have made myself fully understood. Yours very truly, Frank Kell, Wichita Falls, Tex.

HAY SIXTH-CLASS FREIGHT.

Grain Dealers Journal: The decision of the Interstate Commerce Commissioners in the case of the National Hay Association against the railroad companies effects, practically speaking, all of the territory in the United States lying east of the Mississippi River and Chicago and north of the Ohio and Potomac Rivers, which territory is known as Official Classification Territory.

When one stops to consider the number of the defendants in this case, the great amount of territory covered, the vast volume of business involved and what the decision means to the producers of hay and to the carriers, he may well say that it is one of the most important cases that has ever been called to the attention of the Commission. It means the opening of a larger market for all the hay produced between the Niagara Frontier and the Rocky Mountains. It gives the producers of hay in the territory lying between the Niagara Frontier and the Mississippi River an opportunity to compete with their Canadian neighbors, not only in supplying the hay for our domestic markets, but it will also give them an opportunity to place their clover and clover mixed hay in European markets. So that the Western cities and many of the Southern cities will draw a much larger proportion of their supplies from west of the Mississippi River. Therefore, when the provisions of this decision are put in operation by the carriers, it will mean a great impetus to the hay trade throughout this entire territory.

Another very important feature of the decision is stated in the next to the last paragraph of the conclusions in which the commissioners state that the furnishing of a fair portion of cars for its transportation (referring to hay and straw) becomes a legal duty devolving upon the carriers, which they would not be at liberty to disregard. This statement has been called forth from the commissioners by the testimony that was introduced to the effect that should hay be restored to sixth-class freight, the railroad companies would discriminate in the furnishing of cars against the hay shippers, so that the position taken by the commissioners on this point is of great importance to the hay shippers.

Taking the decision as a whole, it is very gratifying to the membership of the National Hay Association. It means the saving of millions of dollars annually and a great enlargement of their market. Yours respectfully, George S. Bridge, ex-President National Hay Association.

NEW CORN DANGEROUS.

Grain Dealers Journal: Farmers will soon want the dealer to buy new corn. Why? Simply because they are afraid it is not dry enough to crib. They are not willing to take chances on it themselves, and cannot be blamed for trying to work it off. Every dealer should make a test of the shrinkage. From tests being made now it will take 90 to 95 lbs. to shell out a bushel after being thoroughly dried out. Some dealers may think we are putting this too high. But we know what we are talking about, taking this section as a basis. If any are making tests, let us know the result.

A dealer asked us what we thought about shipping new ear corn. It might carry safely if you could load in cattle cars and used about a wagon load of rails through the car to give it air. If you think this ear corn will not spoil, just take a tight box 4 feet square and fill with ear corn, cover it as tight as it would be in a car and let it stay in that condition 15 days, and then see what you have. In the meantime do not buy new corn at any price. We realize there is a strong pressure being brought on the dealers by farmers, but if you tell them you would have to have 90 pounds for a bushel and 10c extra profit to protect you on quality if handled now, they will not bother you, but crib, and that is what you should want them to do.—E. A. Grubbs Grain Co., Greenville, O.

Change in Toledo Grade.

The enterprising grain receivers of Toledo, Ohio, are nothing if not up-to-date. Established grades that other markets cherish as heirlooms they do not hesitate to change when it seems in the interest of their country customers to do so.

Shippers to the Toledo market will be pleased to learn that the Produce Exchange, besides granting the privilege of delivering No. 3 yellow corn on contracts, has made a change in that grade.

The rule in force June 1, 1902, provided that the grain "may be slightly damp." The new rule reads as follows:

NO. 3 YELLOW corn shall be at least 90 per cent yellow, must be sound, reasonably dry and reasonably clean, and may be slightly mixed with unsound kernels.

National Association Committees.

The following committees have already been selected to serve the Grain Dealers National Association for the ensuing year:

EXECUTIVE COMMITTEE: Theo. P. Baxter, Chairman, Taylorville, Ill.; Geo. A. Stibbens, Chicago, Ill.; J. W. McCord, Columbus, Ohio; J. P. Harrison, Sherman, Texas; D. Hunter, Hamburg, Iowa.

ARBITRATION COMMITTEE: I. P. Rumsey, Chairman, Chicago, Ill.; Jay A. King, Nevada, Iowa; W. T. McCray, Kentland, Ind.

ADVISORY COMMITTEE: C. T. Prouty, Chairman, Kingfisher, O. T.; H. B. Dorsey, Weatherford, Texas; Geo. A. Wells, Des Moines, Iowa; S. B. Sampson, Indianapolis, Ind.; J. W. McCord, Columbus, Ohio; E. J. Smiley, Topeka, Kansas; C. A. May, Minneapolis, Minn.; H. C. Mowry, Forsyth, Ill.

October corn in the Kansas City market was squeezed to 57 on the last day of the month.

ASKED AND ANSWERED

ADDRESS OF MAKER OF PORTABLE DUMP.

Grain Dealers Journal: Can some reader of the Grain Dealers Journal give me the names of manufacturers of portable ear corn dumps and elevators for filling cribs? Yours truly, J. W. Witt, Whites-town, Ind.

BEST FEED MILL.

Grain Dealers Journal: I want to get the best feed mill that can be run with 10 horse power, and prefer one that will grind table meal also, if such a mill is being made. I also wish the address of party making the best mill to grind or chop hay and Kaffir corn. Any information will be appreciated.—O. W. Bentley, Denver, Colo.

CRITICISM OF FORM ASKED.

Grain Dealers Journal: I have recently adopted a new form for contracting with farmers for their grain, which I send herewith.

whom should I apply to for this 200 bushels shortage.—Ohio Dealer.

[If both weights are correct beyond question then the carrier is responsible for the loss and can be made to pay for the grain lost.]

WHAT DISCOUNT IS RIGHT?

Grain Dealers Journal: On Aug. 17 we as track buyers purchased from the shipper several cars of 36-pound clipped white oats for prompt shipment. One car was shipped Aug. 27 and we received papers on the following day. We applied this car on a sale of 10,000 bu. 36-pound clipped white oats made to a Philadelphia firm on July 21 at 44c delivered for August shipment. The car in question did not arrive at destination until Sept. 25. The party we had the oats sold to upon examining the car refused them on account of the oats containing nearly one-half rye. A sample drawn from the car was sent to us, which we forwarded to the party we purchased the oats from asking him what disposition we should make of the car. We received reply from him saying he would allow us 1c per bu. to handle the car of oats for him, which we did not see fit to do. We finally suc-

value between the car of oats shipped is the price of straight 36-pound oats on the day the car arrived East, which was only 3½c per bu. We would like very much to have the opinion of the different grain dealers as to what discount we are entitled to, as this is a peculiar case and one we have never had come up before.—C. E. S.

MISSED GRADE—DISCOUNT?

Grain Dealers Journal: We sold to a track buyer some clean and sweet oats free on board cars our station; that is, we guaranteed the oats to arrive clean and sweet. They were delayed in transit and arrived out of condition. The eastern buyer refused the shipment at any price, and the track buyer says the oats will sell within 3½ cents per bushel of clean and sweet oats the day they arrived in the destination market; but this price is 11 cents per bushel below the price they were sold at.

They want us to stand the 11 cents per bushel discount, which we are unwilling to do. We are willing to pay the 3½ cents difference between the two grades of oats the day ours arrived. We would like to have the opinion of grain dealers

No. Station. 190.... This is to certify that.....do hereby sell and agree to deliver to at.....elevator at..... station, in.....County, State of..... between the.....day of.....190...., and the.....day of.....190.... bushels of sound, dry, merchantable.....at.....cents per bushel ofpounds. If damaged or inferior grain is delivered on this contract, the market difference at which such grain is selling under the grain contracted shall be deducted from the contract price. I certify that this grain is in my possession and free of judgments and incumbrances, including landlord's liens. I do furthermore acknowledge receipt of..... Dollars as part payment on this sale, and confirm the contract as above made, and in case of failure to deliver any or all of said grain.....agree to pay all damages. In presence of	No. Station. 190.... This is to certify that.....have this day bought frombushels of.....at.....cents per bushel, to be sound, dry and merchantable and to be delivered at..... elevator at.....station, in..... County, State of.....between the.....day of.....190...., and the.....day of.....190...., buyer's option. And.....agree to pay for the above grain at time of delivery as specified, deducting any amounts due from seller. In case of said grain falling to equal quality specified above, same to be applied on this purchase at market difference day of delivery. In presence of
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Form of Written Contract—Criticism Asked.

The farmer signs the stub which I keep in the book. I sign the other part and give it to the seller.

I would be pleased to know what objections can be raised to this form, and especially whether or not it would hold good if the farmer failed to deliver and I brought suit for damages in case the price had advanced. It is not likely that any of the farmers would neglect to fill their contract in case the market had declined.—A. M. B. & Co.

SETTLING FOR SHORTAGE?

Grain Dealers Journal: I would like the opinion of other grain dealers on a matter of shortage in weights.

I shipped two cars of oats to a certain grain market. These oats were weighed out with weighmaster's certificate attached and returned to me 200 bushels short. This leaves me owing the parties about \$25, which I have refused to pay.

Can they make me pay it? If so, to

ceded in getting an offer on the car from another party in the East of 33c per bu., which was 3½c per bu. less than the price 36-pound clipped oats were selling at on that date and 11c per bu. less than the price we had the car sold at and, therefore, 11c per bu. loss to us. We advised the shipper that if he would tender us a car of oats in place of this car, which was actually shipped in August, we could compel the party we had the oats sold to to accept it in place of the car refused. This he could not do, and in as much as the party we sold the oats to bought them for August shipment, and the oats he received in this car were not what they bought, we could not insist upon their taking the oats, neither could we ask them to accept a car in place of it that was not actually shipped in August. We contend that we are entitled to 11c per bu. discount from the shipper, the amount we were actually out on the transaction, although the difference in

as to the correct basis of settlement.—T. P. & M. C. M.

Grain Dealers Journal: I have come to the conclusion that the party who sold the oats to the track buyer should lose the eleven cents, and he should look to the transportation company for the difference between 3½ and 11 cents reduction on account of being delayed in transit. Not because I am an eastern buyer, but I think the eastern buyer was justifiable in not wanting the oats at any price, as he having bought clean, sweet oats. Yours truly, C. A. Foster, Pittsburgh, Pa.

Grain Dealers Journal: The only fair and equitable way, in my opinion, in which to settle this controversy is for the buyer of these oats to accept the difference in price between the two grades of oats the day the property arrived (which in this instance seems to have been 3½

cents per bushel), ignoring entirely any and all reference to the decline in the markets; otherwise the unfortunate seller would be standing not only the difference in price between the two grades of oats but also the full decline in the markets, which would be grossly unfair to him.—C. H. Tingley, Columbus, O.

Grain Dealers Journal: I would decide the case as follows: "The terms of the sale were a given price f. o. b. 'guaranteed to arrive clean and sweet.' This quoted sentence was as much a part of the contract as the price agreed upon when the sale was consummated. The oats did not arrive at destination as per contract, consequently the contract was not fulfilled on the part of the seller, and in order to dispose of the oats a new contract of necessity had to be made.

"This requires two parties to agree, and one of them, the buyer, says that he will take the oats at a discount of $3\frac{1}{2}$ c per bushel less than the 'market price' at the time the oats arrived on the market. The seller demurs to this, as this $3\frac{1}{2}$ c a bushel is fully 11c a bushel less than the 'original' price for clean and sweet oats. I judge that the market had declined during the time the oats were in transit. I can see no reason why the buyer should accept the oats at but $3\frac{1}{2}$ c per bushel deduction from the 'original' price, for the seller had failed to comply with the terms of the original contract, which was a guaranty of the condition of the oats on arrival." Very sincerely yours, F. F. Collins, Cincinnati, O.

BLEACHING LAW UNCONSTITUTIONAL.

Grain Dealers Journal: In the Grain Dealers Journal of Oct. 10, at page 422, it is stated that the Illinois act prohibiting the coloring of grain has been declared unconstitutional.

This is a matter of very great importance to grain dealers of this state, if it is correctly stated in the Journal, for as the law stands on the statute the Illinois dealers cannot compete with the Indiana dealers, as the latter cleanse their grain by what is known as the sulphur process and it sells for a higher price and passes a higher grade. We have been requested by our grain dealers to write and inquire by what court the act has been held unconstitutional and when the opinion was rendered and where it can be found. Yours truly, Morris & Hooper, Watseka, Ill.

[Decision was rendered Aug. 9, 1901, and published in the Grain Dealers Journal for August 10, page 112.]

Bleaching Oats and Barley.

Up to a recent date the bleaching and purifying of oats and barley was considered of doubtful utility. Consumers and dealers in these cereals suspected or took it for granted that sulphur fumes injured the grain by killing the germ and stopping it from sprouting and growing when used for malting or seeding.

Closer investigations and experiments have proved that bleaching affects only the outside straw hull of the grain and does not penetrate and affect the kernel. All those interested in this question ought to put it to a thorough test and report to us the result, which we are willing to publish and if possible to establish the merits and demerits of this controversy.

GRAIN CARRIERS.

The shipments of wheat by boat from Duluth to Chicago continue.

Grain men at Kansas City are paying the \$2 reconsignment charge under protest.

Cars will be scarce. They are now, and dealers are expecting a bunch of trouble. C. A. King & Co.

An advance in the rate on flour of \$1 per ton from San Francisco to South American ports has been made by the Pacific Mail Steamship Co.

The Northwestern and the St. Paul have followed the Rock Island in making reduced rates on grain from certain points on the Cedar Rapids & Northern.

The Dayton, Union & Huntington has surveyed and partly graded 68 miles of the proposed road between Union City and Huntington, Ind. F. L. Patrick of Columbus, O., is president.

The Denver, Northwestern & Pacific Railway has bot 50,000 tons of rails for its new line in Belgium, American mills being unable to deliver the steel in a reasonable time.

The Illinois & Michigan Canal Commissioners are charged by the village of

the new Cincinnati, Richmond & Muncie Railroad a new outlet is given Milwaukee to the east. The connection is made at La Crosse, Ind. As the distance by the new route is 20 miles shorter than by way of Chicago Milwaukee expects soon to have the grain rate reduced 2 cents, or to the same as from Chicago.

Railroads are refusing to obey the order of the State Railroad and Warehouse Commission to refund the \$2 reconsignment charge at Missouri markets. It was issued on a technical ruling that elevators are manufacturers, the same as mills, because they mix grain. The railroads think the Union Stock Yards case at Chicago is a parallel one and the decision in that case makes the order of the commissioners illegal.

The Bickle Elevator at Sanilac Centre, Mich.

The tendency of the times with the grain men is to build substantial elevators well arranged and up to date in all details with regard to the economical handling of grain. The new elevator shown herewith, recently built by the Bickle Elevator Co., Ltd., of Sanilac Centre, Mich., is no exception. The main structure is 30x40 feet and 98 feet to the roof. It is



The Bickle Elevator at Sanilac Centre, Mich.

Spring Forest with misusing the authority of the state to benefit a private concern by installing pumps at Bridgeport to supply more water for the Joliet turbines.

Grain dealers of St. Louis and Kansas City are considering the advisability of instituting suit before the Interstate Commerce Commission to do away with the obnoxious reconsignment ruling of the Railroad and Warehouse Commissioners.

Thirty vessels were at Pacific Coast ports Nov. 1, waiting to load grain and already under charter. Twenty-four other vessels were on the disengaged list. They would be glad to get 17 shillings, but shippers are out of the market and refuse to make a bid.

The efforts of the Interstate Commerce Commission to stop rate-cutting and all similar offenses will be constantly aided by the Department of Justice and every official under its direction. This nefarious business must be stopped if it is, in the power of the Administration to stop it. U. S. Attorney-General Knox.

By the arrangement just completed between the Flint & Pere Marquette and

of cribbed construction and covered on the outside with corrugated iron siding. The warehouse shown on the right of the picture is 30x60 and it is also covered with corrugated iron siding. The brick building on the left is used for office and engine room, each room being 12x15.

The main house contains twelve bins, with a total capacity of 20,000 bushels, while the storage room for grain in bags is half as much more, making the total capacity of the elevator 30,000 bushels.

The equipment consists of a 12-h.p. gasoline engine, a 100-bushel hopper scale, a 2,500-pound capacity dormant scale in the warehouse, two Clipper cleaners and one Clipper Bean Picker, which will pick and clean a car load of beans per day. The working capacity of the elevator is 1,200 bushels per hour.

The firm is composed of F. A. Bickle, Pres., Treas. and Manager; Wm. Dawson, Vice Pres.; James McCaren, Sec.; O. A. Munn and A. E. Sleeper.

Mr. Bickle, the manager, is also the proprietor of the Peerless Roller Mills at that place, is a thorough grain man and one of the popular and substantial young business men of Sanilac Centre.

Clover Seed and Its Impurities.

In judging the value of a clover seed sample the soundness of the seed is the main point, as shown by brightness of color, absence of brown and shrunken seed and dryness.

Even tho a sample be sound the value may be diminished greatly by impurity, consisting of mechanical impurity or ex-

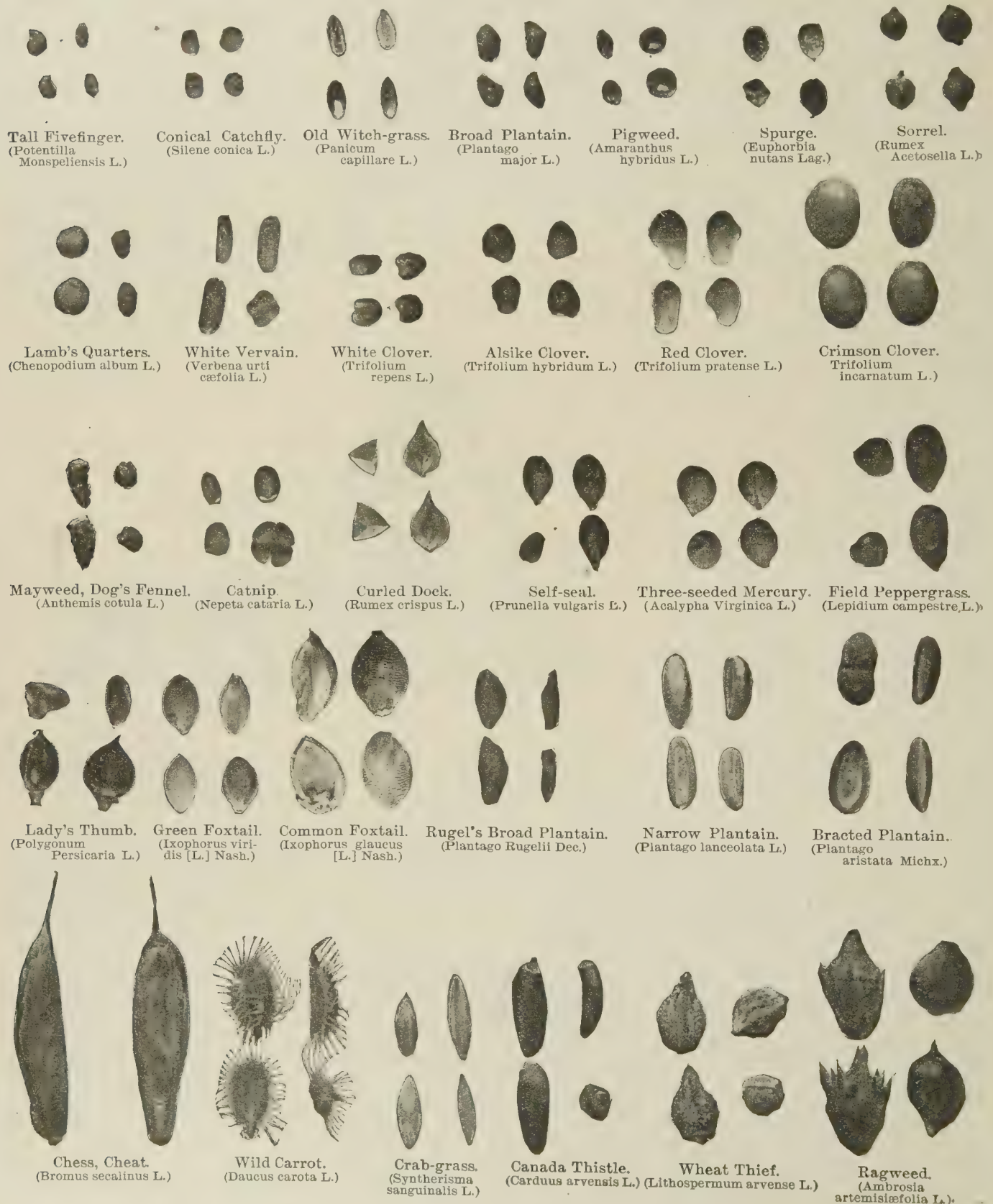
traneous matter, such as broken stems and dirt, as well as weed seed impurity.

Impurity caused by the presence of broken stems and dirt is not a serious drawback. Much of the extraneous matter may be removed by the recleaning machine, and what remains does no harm to the consumer of the seed.

Foreign or weed seeds in a sample are far more harmful than mere dirt. That

so many foreign seeds should be found in commercial samples of clover seed is to be regretted, especially from the standpoint of the farmer who sows the seed only to have his fields infested with foul weeds that can be eradicated only by years of careful culture.

Country buyers of seed from the grower will serve the interests of themselves and the consumer by discriminating be-



tween clean seed and impure seed by refusing to buy except at a big discount the samples containing weed seeds.

The principal weed seeds found in commercial samples of clover seed are represented in the photographs reproduced in the engravings herewith. These are five times actual size.

One sample of cheap clover seed contained nearly 27 per cent of weed seeds, mostly broad plantain. The unlucky farmer who bot this sample would get 3,128,000 weed seeds for \$1.

The commoner impurities are plantain, foxtail, timothy, lady's thumb, sorrel, curled dock, old witch grass, white clover and crab grass. In a lot of 15 samples there were found 35 different species of foreign seeds, of which 25 were weeds.

Recleaning is the effective means for removing weed seeds; and the purity is in

average policy being \$2,812 and the average rate 3.35. The maximum policy is \$5,000 and the minimum \$1,000; hence the average shows that the dealers do not lack faith in the company. The rate at which this business will be taken ranges from 2 per cent for horse power to 4½ per cent for the highest rated steam power.

Storing Grain in Manchuria.

The Russians have not yet introduced the inhabitants of Manchuria to the latest plan of storing grain, in fact they seem perfectly content to form grain storage cylinders of matting, as in years gone by. The huge piles of grain held together by the matting, as is shown herewith, would surely prove an attractive point for grain thieves, were they bothered with the noc-

Wants Lower Grades Deliverable on Contracts.

Mr. Frank E. Kauffman, president of the Bernet, Craft & Kauffman Milling Co., St. Louis, is of the opinion that the present system of trading in grain on the exchanges of the country is not based on sound business principles. In a communication to the Northwestern Miller Mr. Kauffman says: "If option trading is necessary in moving the crop, it is not only necessary for No. 2 grain but for other sound grades also. Under the present system a contract grade in one market is rarely deliverable as contract grade in another market. For instance, contract No. 2 wheat inspected by Illinois state inspectors at East St. Louis has been refused as contract No. 2 wheat by the state inspectors in Chicago.

The custom of having contract grades established by committees of the various exchanges certainly results in a very un-uniform speculative grade. Many well-informed merchants now urge that the time has come when grain trading should be placed upon a more solid and legitimate foundation and that the features which sometimes prostitute the exchange to the level of a common gambling den should be eliminated. How this is to be done is a difficult problem. It is suggested that the system adopted by the cotton exchanges some years ago when corners became too frequent should be followed by the grain exchanges. This consists in delivering a certain proportion of the contract from other grades than the speculative standard at their relative value. If No. 2 grain is the basis of speculation, a certain percentage of the contract might be filled with No. 3 and No. 4 sound grain at the market difference in the price.

"Of course, it would be argued that the buyer would not know what he would receive on his contract. As a rule speculation is done by those who do not care as to this so long as they gain the profit from their operations. The miller might object and claim that when buying for future delivery he would not know what he would receive. However, if he should receive sound No. 3 wheat on his contract at three to four cents below the price of No. 2 he could make the exchange at the difference in the price providing the No. 2 existed in the market. If it did not so exist, he could not get it anyway under any conditions. If No. 3 wheat were deliverable on contracts at the relative difference in price on the day of settlement, the miller and hedger would stand some show of being protected against corners and manipulations. It has been alleged that in the principal speculative grain markets of America, when some great trader wishes to manipulate the market, he first subsidizes the grain inspection department. This would be of no avail if other than No. 2 wheat were deliverable on contract.

"This proposed method would result in less mixing and adulteration of wheat. The frantic efforts made under the existing system to make simply contract wheat, result frequently in deteriorating high quality above contract grade by mixing with lower qualities, thus producing a mixture which, while it answers for speculative purposes, is not desirable for milling. It is needless to say that millers prefer to do their own mixing and will pay a premium for high quality wheat if obtainable."



Grain Storehouses in Manchuria.

direct proportion to the number of times recleaned.

For comparison the engravings, for which we are indebted to the Ohio Experiment Station, which has published a special bulletin by A. D. Selby, also show the red, white, alsike and crimson clover. In addition to the impurities noted in Bulletin No. 4 of the Ohio station are the seed of the prickly lettuce, an annual weed that is very troublesome in permanent pastures. Clover intended for a seed crop often is entirely ruined by the prickly lettuce. Seeds of the spiny amaranth, buckhorn, yellow trefoil and pigeon's grass are sometimes found in commercial clover seed.

The presence of timothy and of white and alsike clover seed, while not injurious, is objectionable to the buyer, as timothy seed is cheaper, and if the buyer wanted timothy he would prefer to buy it as such.

Progress of the Grain Dealers Mutual.

Secretary C. A. McCotter of the Executive Committee of the Grain Dealers Mutual Fire Insurance Company informs us that the company now has \$60,000 in premium notes. On Nov. 1 less than six weeks after taking the first application the incorporators had one-half of the \$100,000 premium notes required, or enough to have incorporated in any other state. The policies subscribed for up to the first of the month amounted to \$300,925; the

turnal visits of this individual in that far away land.

The matting of reeds is wound up in cylindrical form, as fast as the grain is brought in, the structure rising with the contents to a height of about fifteen to twenty feet. The tops of these storehouses are covered with straw mats, to protect the wheat from the elements. When the owner desires to dispose of the contents of his matting elevator, the strips of matting, about eighteen inches wide, are unwound and the grain removed.

A sign painted in large letters on the elevator advertises the grain dealer's name to the traveling grain receiver and track bidder.

Forecasters of wheat prices will do well to forget such bear facts as the heavy crops in the Northwest and Manitoba. The full effect of the bear news was felt last summer in a severe decline. The live topic now is the prospect for the coming crop of winter wheat. Is it in good condition and will it be protected by a blanket of snow?

The consumption of corn oil is said to be about 35,000,000 pounds per annum; and it is increasing with the growth of the glucose and whisky industries, of which it is a by-product. As a bushel contains only a few ounces of oil the corn cannot be ground for the sake of the oil alone; and the supply never will be equal to the demand from soap manufacturers.

Illinois Dealers Condemn Grading.

The Illinois Valley Grain Dealers Association held a meeting at Streator, Ill., Oct. 30. The failure of the Illinois Railroad and Warehouse Commission to lower the grade of corn as desired by the country shippers was denounced in unmeasured terms.

W. S. Pierce of the Morris Grain Co. introduced the following resolution, which was adopted unanimously:

WHEREAS, The grading of corn by the Illinois State Inspection Bureau was, until recent years fairly satisfactory to the grain dealers of Illinois, inasmuch as the grain dealer could buy corn at his station and sell the same for future delivery, fulfilling this contract for future delivery by delivery of the identical corn bought to country points; and

WHEREAS, Notwithstanding the fact that modern agricultural methods, carefully selected seed, scientific corn breeding and other economic influences have tended to improve the quality of Illinois corn from year to year, the State Inspection Bureau has gradually raised the contract grade (No. 2 Corn) on in-inspection making it such a fancy article that the grade of No. 2 corn is now practically obsolete; and

WHEREAS, While we do not charge that this gradual change was or is intended to benefit the speculator in the markets we do assert that it has done so, that a large proportion of the corn that under present stringent conditions grades No. 3 on in-inspection should and a few years ago would grade No. 2 thus allowing the country grain dealer to pay to the producer a price nearer to the actual value of the corn, making it possible to deliver on contract the actual grain bought in the country; and

WHEREAS, Under present conditions we dare not sell No. 2 Contract Corn for future delivery, against our purchases of corn in the country, because of reasons heretofore mentioned; and

WHEREAS, We are thereby compelled to take unwarranted and unreasonable risks, being completely at the mercy of the professional manipulator who has absolutely no interest in the actual merchandizing of the grain in the country or terminal markets; and

WHEREAS, Such abuses are flagrant and operate to the injury of the masses of our citizens particularly the grain merchants and producers; and

WHEREAS, We believe that if the Illinois State Inspection Bureau will restore the grade of No. 2 corn to a reasonably fair commercial grade such abuses will be remedied and the inspection operate to protect the interests of those most vitally concerned in an equitable inspection. Therefore be it

RESOLVED, That this Association take such measures as may tend to procure a relief from the present unbearable conditions of inspection, that a committee be appointed to confer with similar committees from other interested associations, with a view of taking the matter up with the Railroad and Warehouse Commission of Illinois at an early date; such joint or several committees to present this matter in such a detailed way as shall secure action by the Railroad and Warehouse Commission tending to protect the interests of the actual cash handlers of grain.

A committee consisting of W. S. Pierce, F. J. Delaney of Nash-Wright Co. and Geo. Beyer of Depue, Ill., was appointed to confer with all local and state associations to ask the appointment of committees to appear before the Illinois Railroad and Warehouse Commissioners, to procure the relaxation of corn grading.

The following resolution was also adopted unanimously:

WHEREAS: One of the most vexatious causes of loss to the country grain dealer is weight shortage on cars of grain, these losses amounting to a very considerable item in dollars; at the ruling high prices of grain, and,

WHEREAS: We have learned from experience that most weight shortages are on cars sold "track," track weights being uniformly unsatisfactory, therefore, be it

RESOLVED: That the Illinois Valley Grain Dealers Association hereby expresses its complete confidence in the

weights of H. A. Foss, Board of Trade Weighmaster of Chicago, and thank him for his conscientious efforts to secure correct weights on all grain weighed by his bureau.

That this Association hereby requests him to endeavor to make an arrangement with the various railways entering Chicago, whereby he can secure control of the weighing of all grain, including the grain weighed on "track scales."

That this Association hereby expresses its willingness to co-operate with the Board of Trade Weighmaster in any such efforts that he may make.

That the secretary of this Association be instructed to mail Mr. Foss a copy of these resolutions.

SUITS AND DECISIONS

A stipulation by a common carrier, in consideration of a reduced freight rate for exemption from liability for damage by wet to property carried, was valid.—*Mears v. New York, New Haven & Hartford R. Co.*, Supreme Court of Errors of Conn.

J. W. Redden, of Smithland, formerly cashier of the bank at Oto, Ia., has brought suit against the McNeil Grain Co., of Sioux City, to recover \$732 margins on a wheat deal, which had been closed out, it is alleged, without his knowledge or consent.

The Nebraska Supreme Court gave a decision Nov. 6 sustaining the constitutionality of the state anti-trust law, which had been attacked by the Nebraska Retail Lumber Dealers Association, as defendant in a suit for damages for forcing a retail dealer out of the business.

Lewin J. Wood of Edwards, Wood & Co., who was expelled recently from the Board of Trade of Chicago for alleged bucket-shopping at Milwaukee, has brought suit in the United States Circuit Court for \$400,000 damages, alleging that the expulsion was injurious to his business.

An association may expel a member for violation of the rules subscribed by him or assented to by him, or for conduct which violates the fundamental object of the association.—*Otto vs. Journeyman T. & B. U.* 7 Amer. Report Page 156 and notes. *Connelly vs. Masonic Benefit Association*, 18 Amer. Report Page 296.

A broker illegally taking money as margins on a gambling transaction from an agent in whose hands it has been placed for a lawful purpose is held to take it subject to the same trust upon which it was held by the agent and to be liable to refund it at the suit of the principal.—*Central Grain and Stock Exchange v. Bendinger*, 56 L. R. A. 875.

The maker of a check given, after full opportunity for investigation, in accordance with a storage contract requiring a return of the property, or "if it is destroyed to pay its value," under the belief that the property had been stolen, is held to have the right to stop payment and avoid the settlement as made under a mutual mistake of fact, where the property is discovered in the storehouse the day after the check is given.—*State Savings Bank v. Buhl* (Mich.), 56, L. R. A. 944.

The temporary injunction granted to the Chicago Board of Trade last spring was made permanent Nov. 7 by Judge Seaman of the United States Court at Milwaukee. The Hadden-Rodee Co., the

F. W. Upman Co., and the Wisconsin Grain & Commission Co. are restrained from stealing the market quotations from the blackboard in the Milwaukee Chamber of Commerce. The defendants claimed that after the quotations were once posted they became public property.

Where a commodity is purchased on a margin for future delivery under a stipulation with the broker that "on all marginal business the right is reserved to close the transaction when margins are running out" the broker may sell when the margins are not kept good and is not compelled to carry the deal until the time specified for delivery and sue for the loss occasioned by a decline in price. This was an action by the plaintiff brokers to recover a loss in carrying wheat bought on a margin. *Demary v. Burtenshaw*, Supreme Court of Mich.

In the case of H. V. Mulhall against W. B. Gottleif for refusal to receive 25,000 bushels of barley the board of arbitration of the New York Produce Exchange, after a lengthy hearing, found no ground for any claim. A tender of delivery was made and refused, the defendant claiming the barley was musty, soft and out of condition. No standard grade has been established for feeding barley, and one of the questions raised in this controversy by the plaintiff was whether the certificate attached to the draft, and upon which the draft was paid, had any official standing. One of the points claimed by the plaintiff was that the barley was sold c. i. f. Buffalo and that the certificate was final.

News which has been printed on a ticker tape is not copyrightable, but nevertheless is the private property of the bureau issuing it and of the subscriber to the service. In so deciding the United States Circuit Court at Chicago on Oct. 28 established a precedent. The National Telegraph News Co., and the Illinois Commission Co. are forever restrained from appropriating the quotations first appearing on the tickers of the Western Union. Judge Grosscup said: "The evidence shows that the appellants have been appropriating the news appearing upon the appellee's tape, and thereupon, with the loss of a few moments only, redistributing such news over their own wires and tickers to their patrons. Such appropriation is not denied, but is defended as appellant's lawful right upon the ground, chiefly, that upon the appearance of the printed tape upon the appellee's tickers there is such a publication as, within the meaning of the law, dedicates the contents of the tape to the public and deprives appellee of any further monopoly therein. The value of the tape to the patron is almost wholly in the fact that the knowledge thus communicated is earlier in point of time than knowledge communicated through other means. In just this quality, to coin a word, the 'pre-communicatedness' of the information is the essence of appellee's service, the quality that wins from the patron his patronage. It is needless to say that to every ingredient of property thus made up—the intangible as well as the tangible—equity extends appropriate protection. Otherwise courts of equity would be unequal to their supposed great purposes; and every day, as business life grows more complicated, such inadequacy would be increasingly felt." While the Western Union Telegraph Co. appeared as plaintiff the contest in the courts was made by the legal department of the Chicago Board of Trade.

SEEDS.

Do not pay too much for clover seed that has been out in the rain.

R. C. Brashears will handle seed thru a warehouse which he is building at Zavalla, Tex.

The Ohio State Board of Agriculture in its report issued Nov. 6 states that the clover seed crop is very short. The average is 65 per cent; compared with 63 a year ago. In many localities the clover is a failure.

John Pickard & Co., London, Eng., Oct. 20: There is considerable activity in our market. The reports of the new crop of red clover abroad and at home are not favorable, and prices are advancing. While clover and alsike are also strong. Trefoil remains quiet.

Seeds of a wonderful plant called "berseem" have been brought to this country from Egypt by the Department of Agriculture, and efforts will probably be made to introduce it in regions of the United States to which it is adapted. It is otherwise known as "Egyptian clover," being nearly related to ordinary clover.

Imports of flax and timothy seed to the Philippine Islands during the eight months ending March 1, 1902, amounted to 22,492 pounds; compared with 662 pounds imported during the corresponding period of 1900-1, as reported by the War Department.

Toledo receipts of clover seed for the week ending Nov. 8 were the largest of the season. Receipts were 8,000 bags and shipments 1,497 bags. A year ago the receipts were 6,600 bags and the shipments 1,600 bags. For the season receipts have been 43,830 bags; compared with 67,716 last season.

A large dealer in clover seed writes C. A. King & Co.: It is true that most dealers in the United Kingdom and on the Continent prefer and will pay fifty to seventy-five cents per bushel more for large berried seed produced in Northern Europe and Chile than they will for American. They class ours with that produced in Italy and France, which is more similar in character.

W. H. Small & Co.: The cow pea has the power more than any other leguminous crop to extract nitrogen or ammonia from the air and store it in the vines and roots so that even when the crop is cut off the land is enriched and its condition improved. The roots extend into the soil about like clover and this furnishes a way for the rain and the atmosphere to penetrate.

Chicago shipped during the week ending Nov. 8 646,572 pounds of timothy seed, 33,464 pounds of clover seed, 165,634 pounds of other grass seed and 14,213 bushels of flaxseed; compared with 306,067 pounds of timothy seed, 94,594 pounds of clover seed, 402,550 pounds of other grass seed and 11,887 bushels of flaxseed shipped during the corresponding period of last year.

Chicago received during the week ending Nov. 8 2,139,330 pounds of timothy seed, 522,640 pounds of clover seed, 590,700 pounds of other grass seed and 193,200 bushels of flaxseed; compared with 941,650 pounds of timothy seed, 284,667 pounds of clover seed, 439,420 pounds of other grass seed and 187,841 bushels of flaxseed, received during the corresponding week of last year.

J. F. Zahm & Co. write: A good deal of clover seed for January delivery has been sold against holdings of low grades, but not as much as generally supposed. What the outcome will be is hard to say. A great deal depends upon the foreign demand. As yet foreigners show no disposition to buy; neither does the Eastern trade. Seed dealers here report no sales at all to the East. If the market can be held up till later on when the East must have seed, then the bulls may have easier sailing.

Whitney-Eckstein Seed Co.: Alsike clover requires especial mention as being adapted for wet lands, upon which it will crowd out the sedges and coarse grasses. It rarely succeeds on dry, hilly soil. Having more surface feeding roots it does better than red clover in soil that heaves out when frozen. Wherever it flourishes it makes a valuable forage plant. When mixed with timothy, the hay is greatly liked by stock and grades No. 1.

London Corn Circular, Oct. 13: English red clover crop will be almost a total failure. We commenced this year with a very poor plant, and the wet weather has been the cause of a rank growth with very little seed in the heads. The farmers, finding the chance of securing a crop of seed very remote, have mostly been cutting their fields for hay. Stocks of yearling seed are almost nil, and prices for such have advanced about 10 shillings per cwt. since the end of last season. Chili has sent us liberal supplies of new seed, and as this variety, in spite of the fact that the parcels contain more or less weeds, is getting more and more into favor from year to year, there has been a keen competition for all arrivals, and stocks in importers' hands are practically nil. Further arrivals, too, to judge from the small quantity of individual lots and poor quality of late arrivals, seem to be coming to an end. France seems to have a fair crop of desirable quality, and no doubt will help to a moderate degree to make up our shortage. The same may be said from Austria and Russia, but the early estimate of an abundant crop in these countries will not be realized, because heavy rains during the last eight or ten days have seriously damaged a considerable proportion of the crop still out in the fields.

Low Grade.

An increasing visible is not always a bear argument. Holders of a big visible sometimes find it convenient to advance the market.

The new Chinese tariff, effective Oct. 31, admits free rice, wheat, corn, oats, barley, buckwheat and millet; rye, wheat and buckwheat flour, and cornmeal. Malt is dutiable at 22 cents per 134 pounds. Samples are free of duty.

English farmers' deliveries of wheat during the 11 weeks prior to Oct. 20 were 842,000 bushels, compared with 1,409,000 a year ago and 1,274,000 two years ago. Imports have increased, but fall short of making good the deficiency.

The Corn Products Co. carried its own insurance on part of the burned Chicago plant, so the \$200,000 loss made a big hole in its insurance fund. The saving thru carrying its own risks is so large, however, that the company will continue its policy.

Classes in corn judging will be held by the Iowa Agricultural College, at Ames, Ia., Jan. 5 to 17. Those desiring to qualify themselves to judge ear corn at county fairs and expositions should attend. At the close of the school certificates will be issued to the proficient.

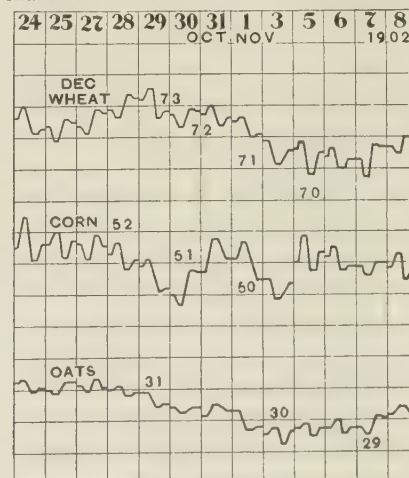
The steel trust is one of several that are carrying their own insurance. The steel company has been setting aside the premiums that formerly went to underwriters. Its insurance fund now is large, and in a few years will exceed the assets of any insurance company.

Certain newspaper correspondents at Washington are endeavoring to fasten upon John Hyde the responsibility for errors in the Department of Statistics, for which the system alone can be accountable. Mr. Hyde has effected a number of improvements, so far as lay in his power.

Imports of breadstuffs to the Philippine Islands, during the seven months ending Feb. 1, included 67 bushels of wheat, 7,114 bushels of oats, 104 bushels of corn and 46,197 bushels of barley; compared with 1,566 bushels of wheat, 410 bushels of oats, 44 bushels of corn and no barley imported during the corresponding months of 1900-1.

Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for two weeks prior to Nov. 10, are given on the chart herewith:



GRAIN TRADE NEWS.

CANADA.

Winnipeg's option market is practically dead.

Pintler's elevator at Parkhill, Ont., was destroyed by fire Oct. 22.

Concrete work has been completed on Elevator E at Fort William, Ont.

The Ogilvie Mill Co. is arranging to build an elevator at Brookdale, Man.

Leslie & Wilson have nearly completed an elevator and mill at Saskatoon, W. Assa.

The Farmers Elevator Association of Manitoba recently held a meeting in Winnipeg.

The Toronto Board of Trade will publish and issue to the trade a new edition of its by-laws.

The Canadian Northern Railway is loading an average of 75 cars of wheat per day in Manitoba.

The contract has been awarded for the rebuilding of the dock frontage at Elevator E, Ft. William, Ont.

The farmers have built an elevator at Homewood, Man., on the Carman branch of the Canadian Northern.

Roland, Man., on some days loads from wagons and ships thru elevators as much as 20,000 bushels of wheat.

Mr. Taylor is building an elevator at Sperling, Man., on the Carman branch of the Canadian Northern.

J. M. Gibbs, Parkhill, Ont., has installed a No. 7 Brush Clipper Cleaner with air controller in his elevator.

The Lake of the Woods Milling Co., Ltd., contemplates erecting a 5,000-barrel mill, but the site has not yet been chosen.

Beginning with November Mr. Adamson, grain inspector at Toronto, Ont., will be paid a fixed salary instead of fees.

Rogers Bros. have completed their elevator on the site of the one which was burned some time ago. at Macgregor, Man.

March Bros. & Wells have completed elevators at Churchbridge, E. Assa., and Birtle, Solsgirth, Kello and Oak River, Man.

In order to accommodate the busy clerks in the Winnipeg Grain Exchange building, a lunch counter has been established.

Robert Scott, formerly a grain buyer at Bagot, Man., died in the hospital at Portage la Prairie, Oct. 25, aged 33 years.

The elevator which the Ogilvie Mills Co. is building in connection with its oatmeal mill at Winnipeg, Man., is nearly completed.

Bradwardine, one of the newest towns in Manitoba, has two elevators, owned by the Ogilvie Mills Co. and the Northern Elevator Co.

The Manitoba Milling Co. is building a 25,000-bushel elevator at a station on the new line of the C. N. R., seven miles from Neepawa, Man.

On account of the lack of cars, the elevators at Minto, Man., are blocked. A large warehouse is being built by the Canadian Elevator Co.

Toronto grain men have taken up with the government the irregularities in the inspection of export grain complained of

by C. C. Castle, grain commissioner of Manitoba.

The Farmers Elevator Co. has been organized at Pembina, Man., by Wm. Francis Ellis, George Mocheral and Wm. Hasselfield of Mantitou.

The Hessian fly, which has been doing damage in parts of Manitoba, can easily be exterminated, by using the straw or burning it before spring.

C. H. Cawthorp of Thamesford, Ont., has purchased the Oxford Flour Mill at Norwich, and will expend about \$2,000 in remodeling the building and putting in new machinery.

Complaint has been made by the business men of MacGregor, Man., that on account of the lower rates on wheat to Beaver, MacGregor is not getting its full share of business.

One reason for the inability of the Canadian Northern to handle all the grain offered for shipment is the failure of the builders to deliver 400 new cars ordered last winter.

The Manitoba legislature will be asked for a charter for a new system of railway to be built by eastern capitalists represented by an attorney of St. Paul, Minn., Chas. Hamilton.

The King Cleanse Elevator at Port Arthur, Ont., the fastest working elevator at the head of the lakes, was recently obliged to shut down on account of the cylinder head of the engine blowing out.

A. Pestone met with an accident Nov. 3, while at work in the Lake of the Woods Elevator at Waskada, Man. A heavy trap door fell on his foot crushing one of his toes so badly that it had to be amputated.

The corn acreage in the Northwestern states is estimated to be about double that of last year. Farmers are becoming convinced that the crop is a safe one and there is no doubt that the cultivation of corn will constantly increase.

John Greenway, a farmer, while driving a load of wheat upon the driveway at the elevator of the Ogilvie Mills Co. at Moosomin, N. W. T., Oct. 31, fell from the wagon, striking his shoulder on the wheel and breaking the shoulder blade.

The Canadian Elevator Co. has erected elevators on the Carman branch at Oak Bluff, Sanford, Branheld, Sperling and Carman, Man. Each of these houses has a capacity of 25,000 bushels and will be equipped with latest cleaning and other machinery.

Moose Jaw is one of the important grain centers of West Assiniboia. During the present season every elevator has been forced to increase its capacity and several companies, including the Minneapolis Elevator Co., have erected new buildings.

Metcalfe & Son, Portage la Prairie, Man., Nov. 4: Want of cars is the trouble at present. Crop may not turn out as satisfactory as expected; however, the amount that has passed the inspectors has graded fairly well; oats this year are making choice rolled oats.

James Ross, while working on the grain elevator now under construction at St. Edward pier, in Montreal, Nov.

1, slipped and fell to the bottom, a distance of 65 feet. He struck several iron beams in his descent and nearly every bone in his body was broken.

Thomas Nichol and E. McDonald, both experienced in the real estate and grain business, have formed a partnership to conduct a grain and real estate business at Winnipeg, under the name of Nichol, McDonald & Co. Mr. Nichol was the builder of the first elevators on the Canadian Northern Ry.

The capacity of elevators in Manitoba and the Northwest Territories, which at the end of last season did not exceed 17,000,000 bushels, has been increased to about 27,000,000 or 28,000,000 bushels during the year. According to C. C. Castle, grain commissioner at Winnipeg, permits for the erection of 900 elevators and warehouses have been secured during the season.

When W. J. Fenton of Mather, Man., left the employ of the Winnipeg Elevator Co., recently, he was paid \$45 by the local agent, Mr. Henderson, who had been instructed not to pay him, as the company would settle on his arrival at Winnipeg. On arrival at Winnipeg, Fenton said he had not been paid; and the company again paid him \$45, which he remitted to Mr. Henderson by express. Not knowing that Fenton had refunded the money to Henderson, the company caused Fenton's arrest for false pretense.

C. C. Castle, warehouse commissioner, David Horn, chief grain inspector, and the general freight agent of the Canadian Pacific Railway, have returned from a visit to King's elevator at Fort William, Ont., where they succeeded in changing the practice of cleaning wheat. No more pounds will be taken out in cleaning than the inspector specifies, to make the grade. The claim of the C. P. R. that oats could not be cleaned out without considerable loss in weight is refuted by the C. N. R., the traffic manager having sent Secretary Bell of the Winnipeg Grain Exchange a sample of oats which had been cleaned very thoroughly by running thru the machines only twice at the Canadian Northern elevators.

According to the report issued Oct. 15, by the Northwest Grain Dealers Association, the total wheat crop of the Canadian West is 64,283,434 bushels, of which 50,243,722 bushels were raised in Manitoba. The total yield of wheat, oats, barley and flax is estimated at 127,524,790 bushels, of which 99,473,810 bushels were grown in Manitoba. In regard to oats, barley and flax, 36,685,530 bushels of oats, 12,057,122 bushels of barley and 557,436 bushels of flax were grown in Manitoba, and 12,899,059 bushels of oats, 1,050,952 bushels of barley and 61,257 bushels of flax were grown in the Northwest Territories, making a total of 49,514,589 bushels of oats, 13,108,074 bushels of barley and 618,693 bushels of flax for the whole Canadian Northwest.

WINNIPEG LETTER.

Five new members were enrolled on the list of the Northwest Grain Dealers Association this week.

The Northern Elevator Co.'s new elevator at Selkirk is now completed and the machinery is being installed. It will be ready before snow flies.

The Rat Portage Lumber Co. is erecting a new 150,000-foot capacity lumber mill at St. Boniface. They found this year they were unable to fill all orders for lumber for new elevators and wish to have a better distributing center.

The total sales of land made by the provincial land department this year for the ten months ending Oct. 31 were 270,122 acres, averaging a price of \$3.65 per acre. The total sales for 1901 were 161,645 acres at an average price of \$2.98 per acre.

The weather throughout Manitoba and the west up to the present has been splendid. A little rain last week delayed the fall plowing and farmers' deliveries were small. The first snow fall occurred last Monday. The temperature has been on an average 50 above.

The price of flax seed declined this week from \$1.08 to 96c. The drop was caused by the falling off in the local demand, crushers having received all they wanted and to compete with outside and eastern markets exporters claim they cannot afford to give any more.

The Ogilvie Milling Co. has about completed a new 250,000-bushel capacity oat elevator near the new oatmeal mill. They will use all oats stored for manufacture at the oatmeal mill. The company has recently made extensive additions to the Winnipeg office.

The new addition to the Grain Exchange is completed. Among the new firms now doing business in the new offices are: The McHugh, Christenson Co., McLaughlin & Ellis, The Canadian Northern Elevator Co., the Canadian Elevator Co. and the Northwest Grain Dealers Association.

President Shaughnessy of the C. P. R. has written to the president of the Board of Trade a caustic letter, in reply to the receivers' and shippers' complaint regarding car shortage and a request for lower rates. The president announced that they had never been officially informed that there was a car shortage. He also stated that it was of no benefit to the farmers to lower freight rates as the grain men did not give any higher prices.

The amount of wheat handled by the C. P. R. system of this year's crop is estimated at 16,335,000 bushels. The total amount of wheat inspected at Winnipeg is 14,600 cars, or 11,753,000 bushels, including shipment by both railways, either for the mills or for the the Lakes. It is estimated that the amount of wheat now in farmers' hands in Manitoba or the territories is over 40,000,000 bushels. It is expected that about 20,000,000 bushels will be exported this year.

Wm. Johnstone, a former president of the Glasgow Corn Exchange, is here to establish connections with a view to importing Canadian hard wheat to the Scottish millers. He is of the opinion that in no place else in the world can wheat having the same hard qualities as that grown in Manitoba be raised. He believes that a very large amount of Manitoba wheat will be milled in Scotland in the future.

A new railway project announced in the Government Gazette provided for a system of railway making a net work of lines all over Manitoba touching many points where the C. P. R. and C. N. R. are now located and finding an outlet at some point not mentioned. This will give shippers a chance of sending freight thro the states. It is thought that Premier Roblin, having made a success of his first railway venture in purchasing for the province the Northern Pacific system and selling out again to the Canadian Northern, is now out for another big railway deal. Another railway in this country is greatly needed as it is now almost impossible to ship out all

the wheat grown in one season a new railway would be welcome.

Mr. Fred Phillips of the Dominion Elevator Co. says, Sir Thos. Shaughnessy, president of the C. P. R., is not correct in saying that farmers were not benefited by the lowering of freight rates. In every case, said Mr. Phillips, prices are regulated by the freight charges. In the case of Portage la Prairie where the C. N. R. and C. P. R. touch, the rates on the C. N. R. are lower than the C. P. R. and the Dominion Elevator Co. has no elevator on the former line but one on the latter. As a result of the higher price which the elevator on the C. N. R. is able to receive for grain it has been necessary for the Dominion Elevator Co. to close the elevator altogether at Portage.

According to the official record of M. F. Gibbs, inspector of grain at Fort William, the receipts and shipments from the various elevators of this year's crop up to Oct. 3 were as follows: Receipts, 10,821,307 wheat; 86,695 oats; 7,130 barley; 12,355 flax; shipments, 8,819,041 wheat; 137,504 oats; 5,881 barley; 1,018 flax. Of the total receipts of wheat 8,229,052 bushels were received at the C. N. R. elevators; 351,867 at J. D. King & Co.'s elevator; and 2,240,415 at the C. N. R. Of oats, the C. P. R. stored 75,816 bushels; Kings 7,590, and C. N. R. 3,288 bushels. The C. P. R. and the C. N. R. got all the barley, the amount being 2,746 and 4,384, respectively, while the C. N. R. got all the flax, amounting to 12,353 bushels. Compared with last year the receipts show a large increase the figures being as follows: 1902, 8,229,525; 1901, 5,860,220 bushels.

The question of the dual grading of Manitoba wheat is causing considerable interest to members of the exchange. C. C. Castle's claim that the reputation of Manitoba wheat is being injured by having wheat regraded in the east and a new certificate issued is now being investigated at Ottawa. The eastern exporters take his claim as a reflection on the entire body of eastern grain men. Some of the grain men here take the ground that two gradings are absolutely necessary, pointing out that when big blocks of wheat are shipped to the east it is necessary to split them into smaller amounts for different destinations and in that event new certificates must be issued in the east. Old country importers, Mr. Castle claims, have found that wheat graded in the east has not been as good as wheat sent there on the original Manitoba certificate. S. M. F.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,700.

James C. Sturges has purchased A. M. Days' membership in the Board of Trade.

James A. Patten must be losing his nerve. He sold out 4,000,000 bushels of wheat because "receipts are running too large."

Charles T. Nash, who was instrumental in the forming of the Nash-Wright Grain Co., is seriously ill with heart trouble.

L. C. Beirlein, who for some time has been connected with Wren & Co., has resumed the brokerage business on his own account.

Forty cars of new corn were received at Chicago Nov. 6 and sold all the way from a quarter to a half a dollar a bushel, for bad to good.

The clearings of the Board of Trade during October amounted to over \$8,000,000, more than double the clearings during October, 1901.

Counselman & Co. have succeeded the Counselman-Day Co. A. M. Day retires and the members of the firm are now Mr. Counselman, C. G. Smith and H. D. Sturtevant.

M. C. Mitchell has purchased interests in the Alton Grain Co. and the Alton Elevator Co. He will be president of the last named and second vice-president of the former.

A committee composed of E. S. Thomas, R. R. Kettles and E. C. Schuyler, after an examination has found that the wheat in the public elevators on Oct. 27 corresponded with the outstanding warehouse receipts.

The Board of Trade committee on violation of rules has reaffirmed its decision that a member of the Board of Trade cannot, under the commission rule, accept a salary from one member and a brokerage from another.

The Chicago Board of Trade Battery Memorial Association has issued a handsomely bound volume containing the story of the eleven hard fought battles participated in by the Board of Trade volunteers during the civil war.

On account of ill health, Ernest T. Smith has posted his membership in the Board of Trade for transfer. He has been a member for 25 years and at one time was a partner of Francis J. Kennett, who also retired on account of ill health.

The fire which destroyed part of the Chicago plant of the Corn Products Co. will cause great inconvenience on account of the large output of the plant. The company is now planning to erect a large and thoroughly equipped sugar refinery on the site of the burned buildings. In the meantime the Waukegan plant will be used for the manufacture of the products.

Fire and explosion wrecked the plant of the American Malting Co. at Illinois and Pine streets early on the morning of Oct. 31, causing a loss of about \$100,000. The grain in the plant was valued at \$42,000 and insured for \$60,000 specific insurance besides \$120,000 under the general form, which covered all the plants of the Chicago Consolidated Brewing and Malting Co. and aggregated \$1,973,000.

The American Corn Milling Co. on Nov. 1 placed its corn mill, which has stood idle for some time, owing to financial affairs, in operation. W. V. Chambers, an experienced corn miller, will manage the manufacturing department and Robert Zorge, president of the company and member of the Board of Trade since 1885, will be general manager. The offices of the company will be at 320 Royal Insurance Bldg.

Thomas Barrett's election to the office of sheriff of Cook county is very gratifying to his many friends off and on the Board of Trade. In the face of overwhelming odds he was the only one of his party to be chosen by the people for any of the important offices, and he is under no obligations to machine politicians for his success. His administration of the office is expected to reflect credit on the Board of Trade, which so liberally indorsed his candidacy. Now that the power of the grain trade has been shown, why not demand of the political leaders that they place on the Illinois Railroad and Warehouse Commission at least one man who represents the grain shippers?

COLORADO

M. R. Custer has succeeded Davis & Mayes in the grain business at Florence, Colo.

I. N. Field & Son have purchased the grain business of C. H. Newcomb at Boulder, Colo.

R. M. Handy has purchased the interests of A. C. White and W. H. Ferguson in the firm of White, Handy & Co. at Fort Morgan, Colo., and will continue the grain and lumber business. His elevator has a storage capacity of 10,000 bushels and is one of the best equipped elevators in the country. Mr. Handy will also deal in hay and chopped feed.

ILLINOIS.

An elevator is being built at Taxtown, Ill.

O. S. Nash is building an elevator at Sharpsburg, Ill.

Quinn Bros. have enlarged their elevator at Sullivan, Ill.

Conger & Sutter are erecting an elevator at Fletcher, Ill.

P. K. Willson, Birkbeck, Ill., Nov. 5: Corn husking very backward.

Mr. Prillman has leased the elevator on the Big Four road at Henning, Ill.

It is reported that an elevator will be built on the Illinois river at Lacon, Ill.

Allen B. Smith, Rosemond, Ill., Nov. 1: Corn badly damaged and in poor shape.

Rogers, Bacon & Co. are remodeling their dump at Birkbeck, Ill., into an elevator.

Norman Lewis, a well known grain buyer of Thompson, Ill., died of paralysis Oct. 22.

Newton Crawford has bought for \$4,850 the elevator at Reynolds, Ill., of M. Schoonmaker.

C. H. Wayne will replace his old plant at Reynolds, Ill., by a large and well equipped elevator.

Mr. Titus of Flagg, Ill., is having a grain blockade. His elevator is full and there are no cars.

The Northwestern Elevator Co. has opened its elevator at Nelson, Ill., with P. H. Pritt as agent.

N. S. Russell is building an elevator at Minert, Ill., which will be equipped with a gasoline engine.

Railsback & Mitchell have almost completed a 50,000-bushel elevator at Minert, Ill. It will cost about \$5,000.

Risser & Rollins are building a large corn crib at East Lynn, Ill., and will equip it with an up-to-date ear corn dump.

E. R. Boggs has purchased the elevator at Kirksville, Ill., of M. H. Kirkwood, who will retire from the grain business.

Carrington, Patten & Co. have remodeled their elevator at Farmer City, Ill., and installed a new gasoline engine.

J. M. Shively, Cerro Gordo, Ill., Nov. 6: Corn gathering in full blast; quality fair; average about 40 to 60 bushels per acre.

B. E. Martin of Salem, Ill., has purchased a No. 9 Clipper Cleaner with traveling brushes and air controller for his warehouse.

J. O. Puffer is building an elevator on the T. P. & W. road at Chatsworth, Ill. His old one was too small for his present business.

Work is progressing on the Pratt Cereal Oil Mill at Decatur, Ill., and it is expected that it will be in operation within a month.

The El Paso Elevator Co. has been incorporated at El Paso, Ill., with \$10,000

capital stock. Incorporators: Joseph Hass, Louis C. Kingdon and others.

The La Rose Grain Co. of La Rose, Ill., expects to build an elevator on the Lacon branch of the C. & A. road about four and one-half miles from Varna.

The Hasenwinkle Grain Co. is fitting up an office at Normal, Ill., which will, no doubt, be used as headquarters for the six elevators owned by the company.

The farmers in the vicinity of Osman, Ill., are negotiating for the purchase of D. C. Dunn's elevator. A little experience in the grain business will make them ill.

Outhier Bros. have sold their elevator, hay barns, coal sheds, corn cribs and store room at McCall, Ill., for \$6,000 to a resident of Eureka, who will take possession Jan. 1.

William Bouchard, who was sentenced to the state reformatory for stealing grain from an elevator at Kankakee, Ill., attempted to take his life by severing an artery in his leg.

A 60x122 foot building, four stories high, will be erected in connection with the plant of the Glucose Sugar Refining Co. at Rockford, Ill. It will be used as a starch factory.

Hiram Phillip has purchased a half interest in the elevator and business of J. M. Shively at Cerro Gordo, Ill., and business will be continued under the name of J. M. Shively & Co.

Bateman & Noble Bros., Bellflower, Ill., Oct. 31: Corn around Bellflower making from 50 to 65 bushels to the acre; farmers have just begun to shuck; weather fine for shucking.

The Farmers Elevator Co. of Athens, Ill., held a meeting recently. The entire amount of stock, \$5,000, had been subscribed and the company decided to begin the erection of an elevator.

E. F. Verry has nearly finished the addition to his elevator at Armington, Ill. This will increase the capacity of his house to 80,000 bushels, making it one of the largest in that section.

J. W. Turner of Boody has purchased the one-third interest of P. J. Costello in the elevator and lumber yard of Crocker & Costello at Argenta, Ill. Mr. Costello will retire from the grain trade.

Thos. H. Johnston has purchased the elevator and grain business of E. C. Cole at Toulon, Ill., and will engage in the lumber and grain business. He also holds an interest in the elevator at Kewanee.

The rumor that Adolph Schumacher of La Rose will build an elevator at Varna, Ill., is incorrect. He has purchased the elevator of Merritt Bros. at Varna and Dec. 1 will take possession.

The American Grain Growing Co. of Camden, N. J., with \$300,000 capital stock, has been licensed to do business in Illinois with a state capital of \$15,000. Is it related to the American Farm Co.?

The Farmers Bement Grain & Coal Co. has been incorporated at Bement, Ill., with \$5,000 capital stock to deal in grain and coal. Incorporators: Charles Adkins, A. M. Totten and S. B. Priestley.

R. G. Risser has completed his 45,000-bushel elevator at Tucker, Ill., and it presents a very attractive appearance. It is equipped with large hopper scales and has a loading capacity of 2,000 bushels per hour.

The Pratt-Baxter Grain Co. is putting a new sheller and cleaner in its house at Clarksdale and painting the houses at Honey Bend, Raymond and Stonington. Later the Clarksdale house may be treated to a coat of paint.

The Hull Banking Co. is building an

elevator of 40,000 bushels capacity at Quincy, Ill., the machinery of which will be operated by a 32-h. p. gasoline engine. Clyde George, the agent, expects to open for business about Dec. 1.

Burglars entered the office of Risser & Rollins, bankers and grain merchants at Cheneyville, Ill., Oct. 28, and with the aid of nitroglycerin blew open the safe and secured about \$300 in currency besides some valuable papers.

Henry Rothweiler, an employee at the Stanard Elevator at Alton, Ill., was injured Oct. 27 while transferring wheat from a car to the elevator. A pulley operating a steam shovel broke striking Mr. Rothweiler on the leg and cutting and bruising it.

H. W. Riley, who for the past ten years has been manager of the Wabash Elevator at Tolono, Ill., has resigned in order to accept a similar position with Carrington, Patten & Co. He will take charge of the Central Elevator, succeeding E. B. Armstrong.

Crane, Clark & McCullough will continue the grain and implement business heretofore conducted by Clark & Rusk, and the coal, ice and stock business heretofore conducted by Crane & McCullough at Rantoul, Ill. The new firm is composed of John I. Clark, Earl N. Crane and J. W. McCullough.

Fire which started in the cob room, completely destroyed the elevator of the Mount Pulaski Grain Co. at Mount Pulaski, Ill., on the afternoon of Oct. 27. About 2,000 bushels of oats and 2,500 bushels of corn were included in the \$10,000 loss. Both building and grain were insured. The company will probably rebuild.

T. A. Brown, Lewiston, Ill., Nov. 1: Poor wheat about all shipped out; considerable good wheat held by farmers who will be able to hold it until next summer; oats of poor quality and shipped out close; farmers beginning to crib corn which they will hold until January or February; corn good quality and heavy yield.

R. C. Grier, secretary of Peoria Board of Trade, reports that during the month of October the receipts at Peoria, Ill., included 179,250 bushels of wheat, 1,300,100 bushels of corn, 987,600 bushels of oats, 29,400 bushels of rye, 270,000 bushels of barley, 2,990 tons of mill feed, 3,840 tons of hay and 30,000 pounds of seeds; compared with 200,500 bushels of wheat, 1,969,100 bushels of corn, 987,300 bushels of oats, 35,800 bushels of rye, 471,500 bushels of barley, 1,875 tons of mill feed, 4,370 tons of hay and 180,000 pounds of seeds received during the corresponding month of last year. Shipments for October included 56,850 bushels of wheat, 422,800 bushels of corn, 777,700 bushels of oats, 14,000 bushels of rye, 211,250 bushels of barley, 1,862 tons of mill feed, 330 tons of hay and 188,500 pounds of seeds; compared with 121,400 bushels of wheat, 367,278 bushels of corn, 1,020,100 bushels of oats, 700 bushels of rye, 230,400 bushels of barley, 6,055 tons of mill feed, 542 tons of hay and 60,000 pounds of seeds shipped during the corresponding month of 1901.

Pratt-Baxter Grain Co., Taylorville, Ill., Nov. 1: We are receiving new corn at all our stations; the weather has been quite favorable for drying the past three weeks, but not over 10 per cent of corn is in condition to ship and would grade No. 4; 90 per cent we are scattering in outside cribs in order to save it from damage as it is full of moisture for the time of year; not having had any freeze

the quality is very good, but all down ears are damaged and more or less sprouted from the long spell of wet warm weather; some dealers without cribs are not receiving any as yet; indications are that farmers are cribbing rather freely, some for speculative purposes and others in a hurry to get it from the fields into the cribs before hauling to market; about half of our receipts are being sold and the other half stored. Farmers are inclined to believe in 35c corn and would sell freely at that price; prices being paid in this and neighboring counties are so far as we have heard 30 to 33c owing to local condition and individual judgment as to values.

INDIANA.

An elevator is being built at Fair Oaks, Ind.

Shaffer & Haines are erecting an elevator at Cassville, Ind.

Kinsey Bros., North Manchester, Ind., have put in a Clipper Grain Cleaner.

John M. Enyart, Galveston, Ind.: Great corn crop in this section; good but rather late.

J. H. Stewart, Manson, Ind., Oct. 27: Corn crop will not do to ship for ten days.

J. H. Stewart is putting a new Western Sheller and Shaker Cleaner in his elevator at Manson, Ind.

W. H. Small & Co. of Evansville are putting in a four-screen Clipper Cleaner for handling light seeds.

Huntington & Page of Indianapolis have added a No. 7 Brush Clipper Cleaner to their equipment for handling seeds.

J. M. Jerrett, grain dealer at Fountain City, Ind., and Miss Elizabeth Borton of Webster were married recently at Richmond.

The Paloi Milling Co. has purchased a site and will soon begin the erection of an elevator of 30,000 bushels capacity at Salem, Ind.

D. P. Moore intends to remodel and enlarge his elevator at Wyatt, Ind., and put in new machinery. He is having a good and increasing trade.

Ray G. Jenckes' large corn elevator at Terre Haute, Ind., will soon be completed. It will be equipped with 11 automatic dumps and have a capacity of 250,000 bushels.

J. W. Witt, late of Witt, Osborne & Co. of Frankfort, Ind., has bought the mill and elevator at Whitestown, Ind., of John Barnes and will conduct a grain, mill and seed business.

The Morrison & Thompson Co. has been incorporated at Kokomo, Ind., with \$15,000 capital stock, to operate grain elevators. Incorporators: Thomas A. Morrison, Owen Thompson and James Hodge.

Robbers broke open the safe in Winn Bros.' elevator at Lucerne, Ind., Nov. 3, but secured only a small amount of change. During the afternoon Mr. Winn had deposited \$2,000 in a bank at Logansport.

W. F. Starz & Co., Fowler, Ind.: We do not care to continue advertisement of engine wanted, as we have had several answers to the one in last issue of the Grain Dealers Journal, and we think we can get what we want.

Sam Finney's new 40,000-bushel elevator at Sycamore Corners, Warren county, Ind., will be completed about Dec. 1, and ready to ship grain by the time the extension of the C. & E. I. R. R. is completed to that point.

J. Ray Stafford has his elevator at Medford, Ind., nearly completed and will commence shipping grain in a few days.

He will receive his mail on rural route No. 7 from Muncie, until the postoffice is established at Medford.

The passage of a law placing grain weighers under the control of the Indianapolis Board of Trade is being agitated, and with good ground, for the Board should name the men who give out official Board of Trade certificates.

The Indianapolis Elevator Co. of Indianapolis, Ind., recently held its annual meeting and re-elected its former officers and board of directors. President, Volney T. Malott; vice-president, Llewellyn H. Blanton; treasurer, Arthur Gillet; secretary, Geo. S. Warren.

J. W. Long of Kewana, Ind., who sold his elevator as stated in the Grain Dealers Journal, April 25, to J. M. Brafford, is annoyed by track buyers who persist in sending him market information. Intelligent use of the addresses corrected in the columns of the Journal for the correction of their own lists would save any track buyer many times the price of his subscription to the Journal.

A few dealers there may be in Indiana who have not attended a local association meeting, and it would be hard to convince them that their competitors are nice fellows. How little foundation there is for this poor opinion of the other dealer will be seen by getting the dealers together to talk over the situation, when competitors will look better than they do when the only knowledge of them is thru reports by evil disposed persons.

Bert A. Boyd has engaged in the grain brokerage and commission business on his own account with headquarters at 12 Board of Trade, Indianapolis, Ind. Mr. Boyd has had 18 years' experience in the trade, having begun as office boy 18 years ago with Fred P. Rush and served in all departments of his extensive business and the past five years principally as traveling representative. When Mr. Rush sold his interests to the present firm of F. M. Murphy & Co., Mr. Boyd continued with the latter. In starting on his own account Mr. Boyd purchased the track buying business of his former employers, and has arranged to represent Louis Muller & Co., and Kirwan Bros. Grain Co., both of Baltimore, and R. W. Forbes & Son, of New York, who are large exporters from Norfolk and Newport News, Va. Mr. Boyd will mail card bids daily and to regular dealers only. He will make a special effort to handle consignments to the best advantage of customers. F. M. Murphy & Co. still have their line of elevators and confine their business to the handling of grain from their own houses.

INDIANA LETTER.

W. A. Geiger has succeeded to the grain business formerly operated by Ort Bros., also Leo Isay at Churubusco.

Ruf McGee and H. Killinger of Winamac are trying to do a scoop-shovel business. The refusal of firms to recognize these parties will receive the approval of all regular grain dealers in that vicinity.

The statement in the Journal of Oct. 25, page 494, that Wm. Nading, of Shelbyville, Ind., had been expelled from the Indiana Grain Dealers Association is incorrect. Pending an offer to arbitrate, Mr. Nading is suspended until Jan. 8.

Chas. F. Seward has succeeded to the grain business of E. W. Phares at Kokomo. A new elevator is being constructed at Cassville by Messrs. Shafer & Haines and they hope to have it completed in about six weeks.

There will be a meeting of the dealers in the vicinity of LaFayette at that place

Thursday evening, Nov. 13. Also a meeting of the dealers in the vicinity of Crawfordsville during the day Thursday. All regular grain dealers welcome.

J. T. Sims of Frankford, Ind., writes that although he has sold his elevator at Stockwell to Morrison & Finch, he wants to retain his membership in the Indiana Grain Dealers Association; he thinks he will be in business in a short time.

The Northwestern Ohio and Eastern Indiana associations had its weekly meeting at Ft. Wayne Thursday, Nov. 6. Several matters of importance were discussed; the attendance was not as large as usual.

John Brodie of Valpariso writes under date of Oct. 22 the crop in our country will be 25 per cent short of last season; will be very little No. 3 corn, bulk will be No. 4 and rejected. Will not be in condition to ship before the middle of January.

C. E. Paxson is buying grain at Elkhart, Ind., but has no facilities. John W. Monroney of Grass Creek is receiving bids from several firms and occasionally ships some grain. He has no facilities, however, and should be stricken off the mailing list of all firms who bid him.

Z. H. Travis of Toledo, Ohio, has purchased the elevator located at Thurman on the new line built by the Wabash Railroad running from New Haven to Butler. Unfortunately owing to a misunderstanding with the railroad company about the lease Mr. Travis is at present unable to ship any grain from this station.

An enthusiastic meeting of the dealers of the Northeastern Indiana Division of the Indiana Grain Dealers Association was held Friday, Nov. 7, at Columbia City. After considerable discussion the local conditions at that point were placed in position to be bettered. There were about 18 or 20 dealers in attendance and it was decided to hold more frequent meetings in this locality either weekly or bi-weekly as the condition would warrant until the desired interest was shown in association work and by the dealers themselves maintained.

Thursday, Oct. 30, the Central Indiana Division of the Indiana Grain Dealers Association met in the Murdock Hotel, Logansport, and held a very largely attended and enthusiastic meeting. Beside the regular routine business much valuable information was gained by discussing the condition of the corn crop, which the farmers are now cribbing. Several new members were enrolled and thereby the working strength of the association increased. These frequent meetings are eye-openers. The dealers never adjourn without some good being done, and the more dealers in attendance the more good done.

Association members who fail to inform their respective secretaries of any difficulty, changes in firms or similar information and then blame the association for not being any benefit to them, are doing the association an injustice. Members are also too careless in allowing letters from their secretaries to remain unanswered. Whenever your secretary writes you upon any matter it is your duty to answer him to the best of your ability at once. In this way many dollars can be saved to your association that is now spent by the secretary in traveling expenses, hotel bills, telephone calls and telegrams. The association merits your support first, last and all the time. Those who have been careless will great-

ly oblige their association by turning over a new leaf and in that manner assisting.

The Indiana association is growing to be a strong and vigorous child; only organized the 8th of last January, but we see no reason why it should not be one of the best, if not the strongest, of any. The members are of the opinion that it is doing a satisfactory work and the dealers who are not now members should not delay in identifying their names with the association. Get into the boat, gentlemen, and let the association help you.

Application blanks have been signed by several other dealers who have not as yet paid their membership fees and dues. Until they are paid up they cannot be considered in good standing nor members of the association. Therefore, we do not publish their names.

Country shippers making shipments without accompanying their drafts with an invoice and weight certificate, and who bill the cars at the capacity marked upon them regardless of the fact that they are sometimes loaded with 10 per cent above the capacity and at other times about the same per cent below the capacity, are not in as good position to substantiate claims for shortage as if they paid strict attention to the trade rules and gave the receivers proper evidence of the actual amount of grain in every car. Neither are country shippers who load in small hopper scales and depend upon only one system of tallying drafts of grain put into the car protecting their interests as they should. To these shippers we urgently recommend a change in their system so that they will be in position to fully substantiate all claims made for shortage. Do not think it an unnecessary expense to have scales tested frequently by competent scale men; it is actually a saving to you in your business.

Secretary Stibbens reported in his annual report at Peoria 251 members affiliated from the Indiana Grain Dealers Association. Secretary Sampson of the Indiana Grain Dealers Association handed Mr. Stibbens at Peoria an additional list of 15 members and since the meeting referred to several more new ones have been enrolled, among whom are the following: E. C. Laughlin, Boswell; Blanton Milling Co., Indianapolis; Kirklin Grain Co., Kirklin; L. H. Robbins, McCool; J. E. & H. G. Flinn, Converse; R. J. Beals (renewed), Fairmont; Johnson & Son, Goshen; I. R. Kennard, Moran; J. H. Stewart, Manson; Chas. Sharp, Cambria; Small Bros., Walton; Ketring & Peterson, Chesterton; Joseph Garrard, Shidler; Samuel Bros., Boswell; W. L. Maxwell & Co., Valparaiso; Whitmar Grain Co., Grabbill; Baum & Co., Sweetser; A. A. Uulery, Fairmount; D. P. Moore, Wyatt; A. E. Betts, Forest; R. M. Sims, Scircleville; W. T. McBride & Co., Sedalia; H. Kirklin & Son, Delphi; E. J. Buchanan, Grass Creek; Anderson & Hollingsworth, Williamsburg and Economy.

On Oct. 29 all the dealers of Clinton county and vicinity met at Frankfort and discussed fully the condition of the corn crop about to be marketed and many other matters of mutual interest. Much good was done and also considerable important business transacted. The dealers in this part of the territory are now in position to work in harmony with each other. Other districts throughout the state would profit by the experience and action above referred to. If everything is not satisfactory write to the secretary of the Indiana Grain Dealers Association who will endeavor to make it so. Among

those present were the following: Abe Grove, Radnor; John C. Young, Michigantown; A. E. Betts, Forest; H. C. Clark, Colfax; David Unger, Russiaville; I. R. Kennard, Moran; H. Kirlin & Son, Delphi; Chas. Sharp, Cambria; Osborne & Dillon, Frankfort; Frank Kelly, broker, Frankfort; T. J. Sims, Frankfort; W. T. McBride & Co., Sedalia; R. M. Sims, Scircleville; R. S. Stall, Thorntown; Bennett Taylor, South Raub; J. D. Fritch, Frankfort; J. H. Stewart, Manson; Donlin & Ryan, Delphi; M. J. Lee & Son, Kempton; Frankfort Grain Co., Frankfort; J. A. Rice, representing Paddock-Hodge Co., Toledo, Ohio. Most of the non-members at this meeting joined the Association.—H. B. O.

IOWA.

The elevator at Gifford, Ia., has been closed.

H. E. Jones is agent for an elevator at Aspinwall, Ia.

The B. A. Lockwood Grain Co. will build an elevator at Slater, Ia.

Jones & Buchanan, Ottumwa, Ia., are installing a No. 9 Clipper Cleaner.

Arthur Graham is now manager for the Neola Elevator Co. at Jamaica, Ia.

L. J. Mighell has nearly completed elevators at Lanesboro and Lidderdale, Ia.

J. K. Rundlett has purchased the grain business of J. D. Foster at Humboldt, Ia.

The Western Grain Co. has completed the addition to its elevator at Holstein, Ia.

Challman & Lease have purchased the business of the Galva Elevator Co. of Galva, Ia.

Ed Kuhl has succeeded John Stevens as agent for the Atlas Grain Co. at Earling, Ia.

Joseph Reynolds of Irwin, Ia., has gone to Bayard to act as agent for the Neola Elevator Co.

Davis & Anderson expect to build an elevator of 8,000 bushels' capacity at Pacific Junction, Ia.

The Nye-Schneider-Fowler Co. will build an elevator of 30,000 bushels' capacity at Carroll, Ia.

The Nye-Schneider-Fowler Co. of Fremont, Neb., will erect a 30,000-bushel elevator at Marshalltown, Ia.

Pease Bros. are making arrangements for the erection of an elevator on the C. G. W. tracks at Lohrville, Ia.

The B. A. Lockwood Grain Co. is arranging to rebuild the elevator which was burned recently at Ames, Ia.

F. C. Chinn has resigned his position with the Des Moines Elevator Co. at Wiota, Ia., and removed to Plover.

Chas. Counselman & Co. are building an elevator at Elmo, Ia., to replace the one which was burned this summer.

The Des Moines Elevator Co. has opened its dump house at Avoca, Ia., which has been closed for two years.

J. W. Brown of Gladbrook, Ia., bruised his hand severely not long ago by catching in the rigging while working in his elevator.

E. E. Noe, Eldora, Ia., Nov. 6: Some good corn in country; territory west of here had most of oats in stack and just threshed out nice.

H. D. Everingham, Fort Madison, Ia., is equipping his seed house with eight No. 7 Clipper Cleaners with traveling brushes and air controllers.

Mullen & Hunter, Gilmore City, Ia., Nov. 1: Corn very light; yield of inferior quality; oats made a fair yield, but are badly damaged; wheat might be termed a failure.

J. B. Sweet informs us that H. A. Church has succeeded H. A. Robinson in

the grain business at Liscomb, Ia., Mr. Robinson now being in Las Vegas, N. M., for his wife's health.

W. W. Thrasher, miller at Nevada, Ia., is interested in the establishment of a cereal mill for the manufacture of prepared foods at Nevada.

J. C. Graul and R. J. Alexander have purchased land at Mt. Vernon, Ia., on which to build a feed mill. A mill of from 30 to 35 bushels' hourly capacity and a small steam engine will be used.

Ed Davis, grain dealer at Eldora, Ia., made the best score of the 15 competitors who took part in the amateur gun club tournament held at Ackley recently, breaking 218 clay pigeons out of 230.

A. J. Froning of Sheffield has purchased the elevator and business of Ontjes & Iblings at Allison, Ia., and Jan. 1 will take possession. He purposes to build a feed mill in connection with the elevator.

Harry Hale, manager for the Des Moines Elevator Co. at Shelby, Ia., and Miss Ethel Dillon were married at the home of the bride's parents at Washington, Ia., Oct. 14. They will make their home at Shelby.

E. J. Feehery, formerly assistant auditor of the Churchill-White Grain Co., Chicago, has accepted the position as grain buyer for the Atlas Grain Co. at Collins, Ia., where they recently succeeded S. S. Hanson.

Wm. Wilke, Wilke, Ia., Oct. 31: Oats crop poor both in yield and quality; corn drying out nicely and with good weather will be somewhat better than thought at first; not much to be marketed because of the many farmers feeding cattle.

The elevator of the Way-Johnson-Lee Co. at Hutchins, Ia., was completely destroyed by fire on the morning of Oct. 29, together with 4,000 bushels of grain. Loss fairly covered by insurance. The company will replace the burned elevator at once by a 40,000-bushel cribbed house.

Fire destroyed the elevator of the Iowa Elevator Co. at Oelwein, Ia., Oct. 28, together with about 30,000 bushels of oats, causing a loss of about \$10,000. Both house and grain were fully insured. J. A. Pease of the company writes that it expects to rebuild as soon as the loss is adjusted.

The Grain Dealers Association of Southwestern Iowa and Northwestern Missouri held a meeting at Atlantic, Ia., Oct. 31, to discuss freight rates on grain and to arrange a schedule in regard to grades. Representatives of the Burlington and Northwestern roads and of several Chicago commission firms were present besides about 40 local dealers.

KANSAS.

E. Andrew has sold his grain business at Osage, Kan.

The Wells & Hord Grain Co. has completed its elevator at Haven, Kan.

Hauck Bros. have rented the elevator of D. F. Piazzek at Valley Falls, Kan.

R. T. Cummings & Bros. have succeeded W. Rapp in the grain business at Heston, Kan.

O'Bryan & Lewis have succeeded Roberts & O'Bryan in the grain business at Columbus, Kan.

The only grain buyer at Smolan, Kan., is I. H. Leith, agent for the Salina Mill & Elevator Co.

The first car of new corn to grade contract was received at Chicago Nov. 5. It was from Kansas.

R. H. Weightman has purchased the grain business of Alexander & Goodfellow at Topeka, Kan.

The Farmers Co-operative Grain, Fuel & Livestock Co. has recently been incorporated at Alven, Kan.

About twenty grain dealers of northern Kansas and a few millers gathered at Atchison, Oct. 27, to discuss the buying of grain and prices.

Judging from the communication from Frank Kell, published in this number, Texas millers are about shut out of northern wheat markets.

Political assessments are said to have been levied on the employes of the Kansas State Grain Inspection Department during the campaign just ended.

The Stevens-Scott Grain Co. of Wichita has purchased the elevator on the Rock Island at Peabody, Kan., of J. G. Johnson. Henry Winsor will be local buyer.

Bossemeyer Bros. of Superior, Neb., have rebuilt their elevator at Courtland, Kan., and employed C. N. Lane as manager. Mr. Lane was formerly a member of the firm of Preble & Lane at Cuba, Kan.

Bailey & Connet, Axtel, Kan., representing a combination of grain and seed buyers in that vicinity, have purchased ten Clipper Counter Tester Cleaners to be used for testing samples of grain and seeds.

The Rea-Patterson Milling Co. of Coffeyville, Kan., has enlarged its elevator at Bartlett and installed a 12-h.p. Mar-seilles Sheller and Cleaner and put in a corn dump to accommodate the large yield of corn in that section. S. L. Whiting is agent for the company at Bartlett.

KANSAS LETTER.

The Phillipsburg Grain & Mer. Co., of Phillipsburg, has sold out to Chas. Counselman & Co.

John Wempe of Seneca, Kan., expects soon to commence the erection of a 10,000-bushel capacity elevator at that point.

M. Hancock, who has long been engaged in the grain business at Rydal, Kan., has disposed of his interests at that point to Whitla & Ball.

The McLouth Mill & El. Co. of McLouth has purchased the grain interests of J. A. Jones at North Cedar, Kan.

The statement made in last letter that H. B. Dickerhoof of Severance, Kan., had purchased the elevator owned by the Denton Grain Co. of Dentonville, Kan., was an error. G. W. Potts has succeeded the Denton Grain Co. at that point.

Successful local meetings were held the past two weeks in Marysville, Seneca, Sabetha, Atchison and Holton. Those in attendance at the Marysville meeting were J. B. Wuester, Home City; P. T. Burk, Marietta; C. S. Chapman, Oketo; Miller & Co., Hanover; P. C. Parker, Waterville; H. C. Strohm, Waterville; P. S. Heacock, Falls City, Neb.; R. I. Moore & Co., Irving.

The Holton meeting was attended by Hauck Bros., Valley Falls; Neil McLeod, Valley Falls; W. D. Kuhn of the W. D. Kuhn Grain Co., Holton; S. J. Thompson, Holton; D. Coleman, Denison; M. H. Riller, Circleville; C. C. Conner, Circleville; Johnson & Leuck, Netawaka; Hedge & Brown, Whiting, and J. R. Dague, Straight Creek.

The firms represented at Sabetha were: Gregg Bros., St. Joe; J. P. Cummings, Sabetha; J. F. Lukert, Sabetha; Smith & Berkley, Hamlin; F. A. Derby, Sabetha; H. Hanso, Price; W. H. Fluke, Bern; J. B. Infield, Bern; F. L. Schilling, Fairview; G. B. Roney, Fairview; C. E. Sheldon, Powhattan; S. Bredahl, Powhattan; John Wintersheidt, Germantown; Perry Frazier, Dubois, Neb.

Those in attendance at the Seneca meeting were: A. J. Denton of the Denton Bros., of Leavenworth; R. W. Nelson, Bookwalter, Neb.; M. G. Heald, Summerfield; Frank Thoman of the Summerfield Elevator Co., Summerfield; D. C. O'Neill, Axtell; Bailey & Connett, Axtell; John Wempe, Seneca; Samuelson & Nelson, Seneca; H. W. Cole, Kelly; John McManis of the Goffs Grain Co., Goffs; J. E. Wilcox, Bancroft, and C. O. Porter, Bancroft.

Those in attendance at the Atchison meeting were: R. W. Corneilson, Reserve; E. Chase, Padonia; Jas. Purcell, Purcell; Jesse Starbuck, Horton; Jas. L. Stansbarger, Huron; J. W. Cain & Co., Lancaster; J. E. Duncan, Shannon; J. H. Cavanaugh, Effingham; C. E. Smith, Effingham; L. Cortelyou, Muscotah; Neill & Beyer, Arrington; Lanzrath & Greenheck, Nortonville; W. S. Washer of the S. R. Washer Gr. Co., Atchison; F. P. Lint, Greenleaf-Baker Grain Co., and Denton Bros., Leavenworth, also A. H. Bewsher, secretary of the Nebraska Association, Omaha, Neb.—A. M. D.

KENTUCKY

The elevator which the Henderson Elevator Co. is building at Henderson, Ky., to replace the one which was burned some time ago, is nearing completion. It is a larger building than the old one and will be thoroughly equipped with new machinery.

MARYLAND

Baltimore exporters are disappointed at the failure of the Chicago inspection department to lower the grade of contract corn. Henry A. Wroth, assistant secretary of the Baltimore Chamber of Commerce, says: "This means that, although the description of the grade of No. 2 corn does not vary from the requirements of the seaboard grade, yet corn which would inspect readily on the Atlantic seaboard, be delivered on contract and sold to markets throughout Europe as 'prime (sale) mixed corn,' shall not be allowed to grade higher than No. 3 in Chicago, because the speculative element, and the elevator interests as well, must be protected and placated. The one desires that the quantity of contract corn be restricted so that prices can be manipulated accordingly, and the other aims to have a chance to scale the corn shipped to that market in good faith and graded as No. 3. Millions of bushels of this No. 3 Chicago corn have been year after year bought and delivered to the Atlantic seaboard markets and sold to every importing country in Europe. To the foreign buyer it represents what American corn actually is. If the purpose of the contract grade is to furnish a generally acceptable and merchantable article, then the Chicago decision is all wrong. If it be simply in the interest of manipulation and skinning the trade, it is equally indefensible. The commercial world does not realize at what disadvantage this action places the entire Atlantic seaboard trade. No matter what the condition of the corn, it is not allowed to grade, and, Chicago being as a rule an oversold market, since trades made in all parts of the world are hedged in it, an unnatural price is the result because of the scarcity of contract grain to deliver. Hence December corn in Chicago today is 51½-cents a bushel, against 40¾ cents in St. Louis for the same delivery and 50 cents on the Atlantic seaboard. It does not need any great amount of shrewdness to determine how the Atlantic seaboard

can secure a free movement of corn with Chicago 1½ cents a bushel higher in price and rail rates fully 6 cents per 100 pounds against the seaboard and in favor of Chicago."

MICHIGAN.

J. W. Mitchell is planning to build a large elevator at Montgomery, Mich., in the spring.

W. C. Bricker of Avoca, Mich., has placed another No. 9 Clipper Cleaner in his elevator.

Dr. Patterson has purchased the interest of A. W. Dickerson at Bannister, Mich., and will continue the business.

The Unionville Milling Co., at Unionville, Mich., has installed a roll-brush Clipper Bean Cleaner with special air controller.

Chris Sorgensen has begun the erection of a large elevator at Holton, Mich. It is reported that he will buy grain for the Walsh-De Roo Milling Co. of Holland.

The Harry W. Hammond Seed Co. of Bay City has installed a No. 9 Brush Clipper Cleaner with special air controller, also an outfit of Clipper Picking Tables in the seed house at Bay City, Mich.

MICHIGAN LETTER.

The writer has but recently returned from an extended trip through France, Switzerland, Germany, Denmark, Holland and Belgium, visiting the principal cities and points of interest in each country. Since my return my business has required so much of my time that I have put off writing the current Michigan news until I could do more justice to the work.

The general condition of growing cereals through Europe this year was very satisfactory, and in most localities the weather was favorable to the harvesting of crops.

One is impressed with the crowded condition not so much of the people of France and Germany as with the way the fields are laid out so that every available foot of earth can be utilized. During the harvest time the colors of the different crops so blend in some places and contrast in others as to resemble a crazy quilt. The farmers of the old country are much more primitive than I had supposed, especially are they behind the times in the use of modern tools such as our American farmers use. The writer was informed that this state of things was due to the cheapness of manual labor, for it is more economic to continue in the old way than for the farmer to equip himself with modern appliances.

More care seems to be given to the preparation of the soil before planting and consequently they have better results, and although the area may be small the farmer makes up for it in good returns and large crops.

Montgomery, Mich., is to have a large grain elevator.

The chicory crop of Bay county is much smaller this year and is estimated at about 75 per cent of the normal yield.

The largest storage battery plant in the world is one of the features connected with the development of the water power at the Soo and will have a capacity for storage of 25,000 electric horsepower.

Benjamin Farley of Crystal Falls claims to have raised the largest potato in Michigan this year, the tuber tips the scale at a scant ounce under three pounds. One bushel of seed netted him 55 bushels of potatoes this fall.

The Nutrine Food Co. has been organized in Detroit, with a capital of \$500,000, and will operate in the old Frederick and

Sterns laboratory and will manufacture a preparation from beans.

Two Muskegon men have organized a \$250,000 stock company to manufacture corn planters, the invention of George J. Bachman. The Bachman machine will plant corn in double, drill and check rows besides broadcast. Mr. A. F. Temple and George J. and Fred G. Bachman are interested in the company.

Grand Rapids again suffers from the inability of the railroads to furnish sufficient cars; the shortage is general throughout the state and it is likely to continue so for the remainder of this month.

Michigan wheat this year is fine, especially from those localities which were fortunate to have harvested their crop in dry weather; considerable grown wheat has been received and it is noticed that the red wheat holds out better than the white.—W. S. R.

MINNEAPOLIS

Nicholls & Taylor are soliciting farmers' shipments.

Minneapolis is receiving some frosted barley from Norman and Polk counties.

The Minneapolis Chamber of Commerce took possession of its new ten-story building Oct. 30.

The new building of the Minneapolis Chamber of Commerce will be dedicated Jan. 1, with appropriate ceremonies.

The Concrete Elevator Co. has secured a 35-year lease of land in Southeast Minneapolis, on which to build grain elevators.

Geo. J. Hammond, manager of the Coe bucket-shop at Minneapolis, has been taken into court by the police on the charge of stealing \$600 from L. A. Hughes by means of fictitious quotations.

Thomas F. Armstrong, junior partner in the commission firm of Blew & Armstrong, was sentenced to four years in the state penitentiary for conniving at the forgery of bills of lading by his partner, E. T. Blew. The latter got seven and one-half years.

The working house of the Huhn Elevator Co. at Minneapolis has been completed and was opened for business Nov. 1. Work has also begun on the storage tanks which will be of brick and wire construction and have two walls with a four-inch air space between.

The continuous market quotations were withheld from the Western Union Telegraph Co. pending a settlement of the rental to be paid by that company for space in the new building of the Chamber of Commerce, and to obtain from the company an agreement not to give the quotations to swindlers of the bucket-shop stripe. On Nov. 7 the company was permitted to install its wires.

Assignees Van Dusen and Smith report a profit of \$16,000 from the operation of the houses of the St. Paul & Kansas City Grain Co., of Minneapolis. From the sale of property \$199,214 has been received; and the court will be asked to authorize a first dividend of 40 per cent to creditors. It is expected the estate can be wound up by spring. As the business of the company has been transacted in the same offices and by the same clerks it was found badly confused with that of J. Q. Adams & Co.

A market for trading in linseed oil for future delivery is talked of at Minneapolis. Large quantities of oil as a basis for trading could easily be stored at Minneapolis, where also are situated many large oil mills. Another of the important interests of Minneapolis that desires im-

proved facilities for trade will ask the Chamber of Commerce, of which they are members, to provide a small pit on the trading floor in which to meet other buyers or sellers of feed.

Corners in grain were denounced and a remedy suggested by John Washburn, the retiring president of the Minneapolis Chamber of Commerce, in his recent annual address. He said: "Corners in grain are a great detriment to legitimate trade, unduly disturbing the market, checking business, destroying confidence; and a rule should be adopted whereby corners in grain could be prevented on this exchange. This market, if it is to show a substantial increase—to which it is entitled by its location and financial strength—should have additional rules to those already in force to prevent corners in grain. Every precaution should be taken to avoid even a suggestion of a corner. While we have rules intended to prevent corners, yet more precautions are necessary. A rule should be adopted allowing the next lower grade to be applied at a proper difference on a contract for a higher grade of grain, such difference in price to be established by the board of directors, or by a committee from the board, representing the several interests of the board."

MINNESOTA.

Receipts and shipments of flaxseed at Duluth are running very heavy.

The S. Y. Hyde Elevator Co. is erecting an elevator at Montgomery, Minn.

Ed Gilmer has bought for \$4,200 the Farmers' Elevator at Howard Lake, Minn.

Plans have been made for the erection of an elevator at Le Sueur Center, Minn.

Fred Meier, Sleepy Eye, Minn., is putting in a No. 7 brush and special air Clipper Cleaner.

The cleaning house of the Hubbard & Palmer Co. at Kasota, Minn., is kept busy day and night.

The Robinson Elevator Co. has rented the Zenith Cleaning Elevator at Rice's Point, Duluth, Minn.

J. H. Kennedy, Tyler, Minn., is installing a No. 9 Clipper Cleaner with traveling brushes and air controller.

The old rumor that the Northern Pacific Railroad would build elevators at Duluth, Minn., has been dug up.

H. Carlson has purchased ground on the Northern Pacific railroad at Little Falls, Minn., on which to build an elevator.

Geo. Lynch, grain buyer for the Van Dusen-Harrington Co. at Byron, Minn., has been quite ill with pneumonia. Ellis Redell of Rochester filled his place during his illness.

The New Ulm Roller Mill Co. purposes to build a 50,000-bushel elevator to be used in connection with its milling business at New Ulm, Minn. The W. S. Cleveland Elevator Building Co. will do the work.

H. L. Dolge, manager Sheffield-King Milling Co., Ellendale, Minn., Nov. 6: Grain here very poor, most of it grading No. 3 and rejected, testing from 46 to 52 pounds to the bushel; threshing about half done.

After a tempestuous existence of two years the Farmers' Elevator Association of Graceville, Minn., recently decided to wind up its affairs and offer the elevator for sale. The business has been a failure. The regular grain dealers always have treated the farmers well. Many farmers refused to give the co-operative movement their support and the association was unable to sell all its stock.

MISSOURI.

H. L. Tallman has purchased the elevator of H. H. Steele at Jasper, Mo.

Sherwood & Hanslow have purchased the Weiser elevator property at Kahoka, Mo.

G. P. Clark has succeeded Shanks & Clark in the grain business at Versailles, Mo.

T. J. Canole contemplates building an elevator at Rocheport, Mo., before the next wheat season.

The Commercial Stock & Grain Co. has been incorporated at St. Louis, Mo., with \$6,000 capital stock.

The J. H. Teasdale Commission Co., of St. Louis, is receiving grain from scoop shovel shippers in Central Illinois.

John M. Flynn, until recently with the Thos. L. Ewan Grain Co., has started in business for himself at Kansas City, Mo.

The Chicago, Milwaukee & St. Paul railroad intends to erect a 250,000-bushel elevator in the part of Kansas City known as Armourdale.

J. S. Klingenberg, Concordia, Mo.: I am very much in favor of extending the Union further south in Missouri, and would attend a meeting if held.

Leach Bros., Salisbury, Mo.: I believe the Grain Dealers' Union a great benefit to all members and would suggest Moberly as a proper place for a meeting.

E. A. Algermissen, Montgomery City, Mo.: I shall encourage the move of extending the Grain Dealers' Union further south in Missouri, with all my power.

T. P. Gordon of St. Joe, Mo., although he has nothing more than a shovel through which to ship, is buying and shipping grain at Stanberry, Gentry, Worth and Grant City, Mo.

Geo. C. Mick is interested in the formation of a stock company among the farmers of his district, for the erection of a \$2,000 elevator at Mick's Switch, near Camden, Ray county, Mo.

Kohlbusch & Moore, Hartsburg, Mo.: We feel interested in the extension of the Grain Dealers' Union, and would attend a meeting. We suggest Sedalia as a most suitable place to hold a meeting.

S. S. Carlisle, with Connery Commission Co., St. Louis, Mo.: I received the Oct. 10th issue, and must say that it certainly is an "up-to-date" piece of work and one of a grain man's necessities.

The Corbin Commission Co. has been incorporated at Kansas City, Mo., to deal in grain, seeds, mill products and hay. Capital stock, \$3,000; incorporators: Effie Corbin, F. M. Corbin and John Sellon.

Culbertson & Romans, Benton City, Mo.: Yours of Oct. 29 received and in answer will say we will attend a grain dealers meeting if called and would suggest Mexico, Mo., as a good place to hold it.

T. R. Landrum, Waverly, Mo.: I am in favor of a Grain Dealers' Association, and would suggest Sedalia as a central point for Missouri dealers, but will attend at any point that the majority of the dealers suggest.

The Moore Grain & Elevator Co., of Kansas City, Mo., suspended business Nov. 7. The concern is said to have sustained heavy loss thru inability to market a large lot of low grade wheat out of one of its mixing houses.

The McDaniel Milling Co. has purchased a site in Purcell, Mo., a new town, and will build an elevator on the proposed Carthage & Western railway, which will be used as a collecting elevator for supplying its mill at Carthage.

The mill and elevator of the R. C. Stone Milling Co. at Monett, Mo., were destroyed by fire Nov. 2. About 14 cars of flour and 30,000 bushels of wheat were included in the loss of \$50,000, which was partially covered by insurance.

J. H. Lampkin, Warrensburg, Mo.: I am very much interested in the Grain Dealers' Association, and think Missouri ought to have one. Would be pleased to attend a meeting to organize one. Think Sedalia or Warrensburg would be a good place to hold it.

J. G. Goodwin, manager of the weighing department of the Kansas City Board of Trade, has been engaged for another year. The weighing department was an experiment; and its success is due to the experienced direction of Mr. Goodwin. The weighing department may be considered a permanent institution, as shippers always will demand accurate and official weights.

A number of dealers in northern Missouri have written President Hunter and Secretary Stibbens of the Grain Dealers' Union declaring themselves heartily in favor of organization and suggesting good places to hold the first meeting. If interested in having an organization formed in your territory write to Mr. G. A. Stibbens, 77½ Traders' bldg., Chicago, giving the name of the town that would be most accessible to the dealers.

C. C. Christie, for many years the leading bucket-shop operator of the southwest, was indicted by the federal grand jury Nov. 6 for failure to pay the revenue taxes on alleged stock and grain transactions at branch offices. It is not long since the main office of the Christie Grain & Stock Co., at Kansas City, Mo., was levied upon by the federal authorities, who sold all the furniture to satisfy the stamp taxes unpaid. At that time Christie claimed the tax law discriminating against bucket-shops in favor of regular exchange members was unconstitutional, and challenged the government to indict him. The action now instituted is a test case.

The elevator at St. Joseph, Mo., owned by Gregg Bros., was completely destroyed by fire on the morning of Oct. 30, together with about 10,000 bushels of grain, several box cars and \$100 worth of tools belonging to Adolph Herter, the foreman. The elevator was a wooden structure, covered with heavy sheet iron, and contained 22 grain bins, some of them 65 feet deep. Loss on elevator, \$25,000; on grain, \$6,000; insurance, \$27,000. Many repairs had just been made on the elevator and an addition was contemplated. J. H. Gregg stated that the elevator would probably be replaced as soon as possible by a larger and better equipped building.

The benefits of organization as enjoyed so long by the grain dealers in the northwestern part of the state has prompted the grain dealers in counties south and east to get together with a view to obtaining their share of the good things. As the easiest way to accomplish this it has been suggested that the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri extend its organization further south in the state of Missouri, practically covering that section of the state that produces grain. Everyone who knows anything about the Grain Dealers' Union is aware that it is the oldest organization west of the Mississippi River and it is noted throughout the country for its great success in harmonizing the country grain dealers. It is to the interest of every dealer in Missouri to belong to some grain organization.

NEBRASKA.

P. S. Heacock is erecting an addition to his elevator at Falls City, Neb.

The Duff Grain Co. is building elevators at South Bend and Oreadopolis, Neb.

Railsback Bros. of Ashland, Neb., recently purchased a second Hall Distributor.

The Bartling Grain Co., Nebraska City, Neb., has installed a No. 7 Clipper Cleaner.

The Central Granaries Co. has opened its elevator at Ravenna, Neb., with James Raymond in charge.

The Omaha Elevator Co. will install an improved Hall Distributor in its new elevator at Fremont, Neb.

The Holmquist Lumber & Grain Co. is erecting coal sheds in connection with its elevator at Oakland, Neb.

The Conrad Grain Co. has purchased an improved Hall Distributor to be installed in its elevator at Wood River, Neb.

Burglars broke into the office of the Omaha Elevator Co. at Monroe, Neb., Oct. 26, but failed to secure anything of value.

The new elevator at Clarks, Neb., belonging to the Sears Grain Co., will be equipped with an improved Hall Distributor.

The Trans-Mississippi Grain Co. has placed an order for three Hall Distributors to be installed at Bristow, Neb., Spencer, Neb., and Fairfax, S. D.

Geo. Holt, who for several years engaged in the grain business at Cowles, Neb., has accepted a position with the First National Bank of Blue Hill.

The Foster Grain Co. has been incorporated at York, Neb., with \$50,000 capital stock. Incorporators: E. D. Foster, A. B. Houghton and L. O. Wilsey.

O. D. Althouse is a scooper at Hardy, Neb. He has built a few cribs and bins and purchased a scale on his own ground, but has no other facilities. Thos. Cochran is the only regular dealer.

To utilize the large percentage of soft corn in the present crop many farmers in Nebraska who never before fed a hoof are putting in a few loads of cattle or sheep. A big crop of hogs is coming on.

H. M. Pollard has completed his elevator at Nehawka, Neb., which replaces the one which was burned about a year ago. It is run by a gasoline engine and equipped with dump scales and a 500-bushel hopper scale.

G. E. Chamberlain, assistant superintendent of the Corn Products Co., recently inspected the Argo plant at Nebraska City, Neb. The company intends to start the factory as soon as the price of grain will warrant a profit.

Nebraska grain dealers will furnish a large amount of the corn for the army mules in the Missouri department the coming winter. According to contracts already made, J. F. Twanley of Omaha will furnish 10,000 pounds and D. Reese of Norfolk 750,000 pounds for the various forts.

Farmers often are imposed upon by local storekeepers who pretend to be their friends. The merchants tell the grangers that the grain dealers are not paying enough for wheat and that the farmers ought to get together and build themselves an elevator to ship their own grain. All the merchant wants is to get the farmer to come to town to trade and leave his money with the storekeepers for goods the farmer could buy for half the money in the large cities. The true feeling of the merchant for the farmer is shown by the action of the merchants of Fre-

mont, Neb., composing the Fremont Commercial Club, who, on Nov. 4, adopted a resolution protesting against the erection of an elevator at Mercer Siding, a new station near Fremont.

NEBRASKA LETTER.

L. Spelts of David City has recently erected an elevator at Spelts, Neb.

Successful meetings of the Nebraska Grain Dealers Association were recently held at Fairbury, Geneva, York and Omaha.

The Fisher Grain Co., of Omaha, recently was incorporated. Capital stock, \$50,000; incorporators, C. V. Fisher, Thos. Cochrane, and W. S. Cochrane.

A. H. Bewsher, secretary of the Nebraska Grain Dealers Association, recently attended a meeting of the Kansas Grain Dealers Association held at Atchison.

The reported sale of the T. F. Keckler elevator to Dan Burke, has fallen through, presumably, it is claimed, by the refusal of the Mo. Pac. Railroad Company to transfer the lease from Keckler to Burke, when asked to do so.

The Railsback elevator at Ashland is fast nearing completion. The building is now under cover, and within a few days machinery will be installed. When completed, this will be one of the best constructed crib houses in this state.

The trade looks for a strong though steady movement of grain throughout the year. The only complaint of scarcity that can now be filed is not against crops, but against the car supply. Cars are very scarce; over almost every line traversing Nebraska. The real condition is not attributable so much to an actual car scarcity, as of motive power to move the loads and empties.

The recent election in Nebraska has resulted in finding a sprinkling of grain men elected as representatives to the next session of the legislature. Among these are W. A. Way of Columbus and J. M. Cox of Hampton, both elected to the senate, and C. Shinstock of West Point and Chas. Hunter of Inavale, elected to the House. With so worthy and vigilant representatives of the grain interests represented, it is safe to predict that the grain dealers' interests during the next session of the legislature will be well taken care of.

Harvey Lillie, agent at David City, Neb., for the Nye-Schneider-Fowler Co., was recently shot and killed by a supposed burglar, at an early hour on the morning of Oct. 24th. Lillie was very well and favorably known in and about David City, and his assassination aroused considerable feeling. For a time business of the town was suspended, and had the criminal been caught a lynching would doubtless have resulted. The burglar had entered the house through a back door, and it is supposed his movements aroused Mr. Lillie, who raised up in bed to demand who was there, when the burglar shot, the ball entering his left temple. Mr. Lillie was for eight years resident manager of the Nye-Schneider-Fowler Co.—E. C.

NEW ENGLAND.

A fire was discovered in the elevator of George W. Eaton at Bristol, Conn., Oct. 28, and before the flames could be gotten under control damaged the building and contents to the amount of \$20,000. The building, together with the grain, hay and flour it contained, were valued at about \$35,000, but the loss was fully covered by insurance.

NEW YORK.

Truscott & Miller have succeeded Truscott & Co. at Buffalo, N. Y., with offices at 89 Board of Trade.

Otto J. Spencer is installing a No. 9 roll-brush dustless special air Clipper Cleaner in the elevator at Romulus, N. Y.

Belden & Co. of Geneseo, N. Y., are installing another Clipper Cleaner at Caledonia. This is a roll and traveling brush machine.

Manager Ryley states that the newspaper report that the Lackawanna Mill & Elevator Co. would build an elevator at Buffalo, N. Y., is a fake.

W. H. Tring's grain and bean elevator and warehouse at Honeoye Falls, N. Y., containing about 1,000 bushels of beans, were burned Oct. 22. Insurance, \$3,000.

George W. Townsend, for several years actively engaged in the grain business at Buffalo, N. Y., died Oct. 24. He leaves a wife, three sisters and a brother.

J. D. Shanahan, Buffalo, N. Y.: Great indeed is the Grain Dealers Journal, as I have just received an answer to an advertisement inserted in the Journal just about one year ago.

At a meeting of the New York Produce Exchange, Oct. 31, the action of the committee on canals was ratified. This action favors the deepening of the Erie Canal to 12 feet, to permit of the passage of 1,000-ton barges.

Charles H. Thayer, who engaged for a time in the grain forwarding business at Buffalo, N. Y., died Oct. 23, aged 87 years, at his home in Chicago, where he has lived for about 27 years. He leaves a widow and four children.

William G. Heathfield of the firm of Heathfield & Washburn, dealers in grain and mill feed at Buffalo, N. Y., recently made a business trip through Oxford, Ind. He started for a drive through the country and in going down a hill the horses became frightened and started to run. The driver fell between the horses and Mr. Heathfield, making his way to the back of the wagon, dropped to the ground, breaking the bones of his right arm and left hand. The runaway ended at a telegraph pole, the wagon being smashed to splinters and both of the horses being injured so badly that they had to be killed. Mr. Heathfield went immediately to Buffalo, where the broken bones were set. When last heard from he was doing well.

BUFFALO LETTER.

Receipts of grain by lake to the end of October were 83,058,000 bushels. The amount is comparatively small, of course, but the business is much improved of late.

State white wheat continues to come in slow, as it does not take much rank, on account of being badly sprouted. When there is a good lot it is picked up by millers very quickly.

The condition of western oats is slightly improved, but the big demand for high grades keeps them out of market, so that an inspection of the samples offered on 'Change would indicate that nothing better than No. 3 was coming.

There ought to be more corn here and oats are always scarce. But for the fact that wheat, by lake at least, is fully up to last season and far in excess of 1900 there would be very little for grain men to do.

An elevator blockade is feared after all this fall. The roads are so short of cars that it is hard to take care of lake re-

ceipts, but it happens that there is more elevator capacity than there used to be and that has saved us so far.

H. G. Anderson, head of the grain firm of H. G. Anderson & Co., has been re-elected president of the St. Andrews Scottish Society of Buffalo, a very active and flourishing body, to which at certain seasons he gives considerable of his time.

The grain trade on 'Change resumed option trading on Nov. 5 with a good prospect of success. After it had been carried on some time in May the prices were found so squarely against a new venture of that sort that it was suspended till fall.

The business of transferring car grain from the Canada roads is going on steadily at the International Elevator at Black Rock, which is managed by M. B. Ryley very satisfactorily. So it turns out that a new house for that business will not have to be built.

"Election is over and we are well satisfied with it," said a leading canal man. "All that we have to do is to go ahead and build the canal. The people elected in this state have such small majorities that they will not be so hard to handle as they used to be."

The Erie Railroad, which some time ago refused to participate with the western roads in the car-transfer charges here, has now agreed to enter the arrangement and so notifies the trade. This business is already a very large one and adds much to the market facilities here.

Wheat is making some odd shifts just now. There is a big lot of Canadian spring wheat coming in for export and since Chicago has taken so much of our own wheat at Duluth there has been lively buying here from Duluth direct. Things do not come out even somehow.

Henry P. Burns, who has now added the Queen City malt house to his string of rented houses, has moved his up-town office to the White malt house at Jersey Street and Lakeview Avenue. There seems to be no move to rebuild the burned Manning malthouse, of which he was the manager when it was destroyed last year.

The grain firms that were posted on 'Change last month for refusing to fulfill agreements are F. A. Champlin & Co. of Newark, N. J., and M. B. Goff of DuBois, Pa. The former has an unfinished deal with Rockwell & Co. here and the latter with John A. Seymour, Jr. The Exchange forbids its members to trade with them till they meet their obligations.

The elevators are only partly assured of liberal business in winter storage, but a fair amount is promised. Quite an amount of bonded wheat is coming in from the Canadian Red River country, but it, of course, goes right out again. Our careful country does not think it best to admit such wheat on terms that will permit millers to use it. So it goes on to Europe.

The Eldad corn mill on the east side, owned by M. L. Crittenden, was destroyed on Oct. 28 by an explosion of what is supposed to be dust, the fire that resulted being hard to put out. The loss of \$10,000 to \$12,000 is met by insurance. It is not expected that the mill will be rebuilt, as it has not been run very actively of late. The owners held that corn was too high to handle freely and so oat clipping and chop feed were given preference.—J. C.

NORTH AND SOUTH DAKOTA

W. P. Massuere will erect an elevator at Starkweather, N. D.

Andrews & Gage will build a 22,000-bushel elevator at Blaine, N. D.

Rains in North Dakota recently have damaged late flaxseed that was unthreshed.

D. A. McDonald has purchased the grain business of Darmody & Summer at Webster, S. D.

The Farmers Elevator at Mt. Vernon, S. D., burst Oct. 21, scattering about 15,000 bushels of grain on the ground.

Arbogast Bros. will build an elevator to replace the Dakota Elevator at Drayton, N. D., which they operated until a short time ago, when it was destroyed by fire.

The St. Paul Grain Co. has been incorporated at Huron, S. D., with \$50,000 capital stock. Incorporators: Lucius A. Higbee, James M. Welch and Philip Lawrence.

The elevator and roller mill, belonging to R. C. Libby, at Britton, S. D., were burned Nov. 1, together with 10,000 bushels of wheat. Loss \$15,000, insurance \$7,000.

The Sioux Grain Co. has purchased a location at Elk Point, S. D., and will build an elevator, 24x24 feet and 34 feet high. J. W. Stroup will do the work, which will begin at once. O. D. Whitney will be the agent for the Sioux Grain Co. at Elk Point.

Walter Bros., under the name of the Canton Grain Co., are preparing to build a 40,000-bushel elevator and cleaning house at Canton, N. D. They will engage in the grain buying business at Canton and also buy grain in carload lots at other points and bring it to Canton to clean before shipping to eastern markets.

Captain Joe Leach has built an elevator in Cedar county, Neb., about seven miles from Yankton, S. D., and with the aid of a ferry boat is going up and down the river buying grain and stock in the vicinity of Yankton, and carrying them to this elevator, which is supposed to be backed by the C., M. & St. P. Ry. In the spring this grain and stock will be taken to Running Water and there delivered to the Milwaukee road. Yankton grain merchants are not wholly pleased at the idea of this kind of competition.

OHIO.

An elevator is being built at County Line, O.

R. York will enlarge his elevator at Yorkshire, O.

The Travis Grain Co. is building an elevator at Prentiss, O.

G. W. Fox & Co. have discontinued their grain business at Forest, O.

Wm. Mogan, the agent, is putting a new boiler in the elevator at Era, O.

W. E. Riley will move his elevator at Montpelier, O., to a better location.

A. M. Burke & Co., La Rue, O., are putting a No. 9 three-screen corn cleaner in their elevator.

George Leggate has been repairing the elevator at Westville, O., preparatory to receiving the new corn crop.

Ireton Bros., whose elevator at Middlepoint, O., was destroyed by fire some time ago, are planning to rebuild.

Although J. A. Bill has no elevator at Wharton, O., he ships through the mill, and so can not be called a scooper.

Peterseim & Rhoades are enlarging their elevator at Bloomers, O., in order to be able to handle the large corn crop.

W. L. Bristol has recently completed a

3,000-bushel corn crib and put a new sheller in his elevator at Mt. Blanchard, O.

John Zehner will continue the business heretofore conducted by the firm of Zehner & Co., at Sullivan, O. Wm. Salen is the retiring partner.

Charles Shelton of Wakeman, O., has no facilities either at Wakeman or Collins, but he buys grain, loads into cars and ships at both these points.

J. M. McCullough's Sons, Cincinnati, have added another No. 9 Clipper Four-Screen Traveling Brush Cleaner to their equipment for handling light seeds.

Fire was discovered in the scale yard of Nutt Bros.' elevator at Urbana, O., Oct. 19, but was extinguished before much damage was done to the elevator.

E. P. Rollman, Dodson, O., Nov. 4: Corn will not do to ship until we have a good freeze; clover seed crop reduced about one-half on account of too much rain.

Wm. McKnight, manager for the Franklin Elevator & Grain Co., is superintending the building of the corn elevator at Columbus, O. It will be a frame structure.

C. H. Tingley, member of the governing board, is doing good work in getting the southern Ohio dealers together to talk on the Southern Ohio division of the Ohio Grain Dealers Association.

Owing to some one's carelessness a large boulder was allowed to run into the sheller at Crites & Newton's elevator at Circleville, O., recently. This necessitated the shutting down of the elevator for several days.

Several cars of new corn were received from Illinois at Toledo, O., Oct. 31. It was very damp with bad grain and only graded No. 4. Last year the first new corn came from Grelton, O., reaching Toledo Oct. 12 and inspecting N. E. G.

Franke Bros., Creston, O., Nov. 3: Wheat has been moving very slowly; not enough to keep us busy; corn is in very poor condition and in no shape to market; we are running steady, mostly on export; demand for mill feed has been very good.

E. A. Grubbs Grain Co., Greenville, O.: It is the general opinion of dealers that corn will not be in condition to ship before November 15 to December 1, and unless the weather turns favorable, not even then. For this reason, it is thought best not to tell the farmers when you will receive, or make prices on new corn.

John Reichelderfer & Son, Cridersville, O., Nov. 3: Corn husking in full blast; very large yield but quality poor on account of too much rain; estimate about 20 per cent damaged by rotting in shock; winter wheat acreage about 20 per cent less than last year and 50 per cent of that is small owing to its being sown so late; clover seed nearly all killed; average one and one-half bushels per acre.

Secretary McCord of the state association met with the Northwestern Ohio Grain Dealers Association at Toledo, Nov. 6, and reports a very interesting discussion of the new corn. All agreed that it was too green, damp and soft to consider a general date for receiving, especially with the present soft, damp weather. The Northwestern Ohio Grain Dealers Association will no doubt affiliate with the Ohio at a very early date.

O. S. Marshall & Son, Sidney, O.: A paper that stands for the right as your Journal has, ought to be taken by every grain dealer in this country. You have benefited the grain trade, both receivers

and shippers, more than all organizations could possibly have done, as you reach the trade all over this grand country. We hope you will continue in the future as in the past to show no favoritisms, only stand by the right.

The statement which appeared in this column of the Oct. 25th issue, that H. H. Baer and J. B. Kindell were scoop shovellers at Covington, O., is incorrect. Mr. Baer has been a reliable handler of grain in the regular way for many years. Mr. Kindell is the owner of a small new mill a few miles south of Covington and is now building an elevator at that point. Both are members of the Miami Valley Grain Dealers Association.

Secretary J. W. McCord of the Ohio Association writes that the result of the test of corn for moisture which was published on page 499 of the Oct. 25 Grain Dealers Journal is surprising. He took a fair average sample on Oct. 15, which was then in condition to crib in the ordinary slat crib used by farmers. It has been dried out to a basis of No. 2 corn in dryness and shows that the original 90 pounds in the ear of such corn, shelled off, after dried 56 pounds No. 2 shelled corn. This means that 90 pounds of such corn will yield one bushel shelled corn next June or July.

C. A. Bissell writes: Grain dealers who have not yet allied themselves with an organization are standing in their own light. It will do them more good than anything they have ever done. It is a success. Better acquaintance will produce a world of friendship that will not exist when interests are at variance. The good will of a neighbor dealer is worth more than any other thing. It is not valued enough. He is in the business to live. Give him a chance and he will reciprocate. If he is deceitful cure him, make him ashamed of his acts with kindness. Be firm, but kind. It is the best investment. Ally with some organization. It is the road to success.

J. W. McCord, secretary of the Ohio Grain Dealers Association, writes that Ohio shippers are adopting a card to be put in cars containing new corn, reading something like this: NEW CORN; PERISHABLE; RUSH! Initial; No.; Loaded at on 190... This is the result of the work of the special committee appointed at the fall meeting of the state association, Oct. 14, at Columbus, O. The committee thoroughly canvassed the matter of prompt movement of new corn, on the part of all the grain carrying roads, and met with great encouragement on the part of traffic managers and other railroad officials connected with the transportation departments. It is believed that the slow movement on the part of transportation lines, which caused heavy losses on new corn from heating in transit in former years, will be materially improved and much loss avoided.

The Ohio State Board of Agriculture, in its report issued Nov. 6, states that wheat seeding was greatly prolonged by reason of unfavorable weather conditions. The great bulk of the wheat was late sown, but this may result in good by avoiding somewhat the ravages of fly. The area seeded is not up to a full average, but compares quite favorably with the abnormally large area seeded last fall. Shows a good catch and vigorous, healthy growth, giving promise of being much better prepared for going into winter than was the crop of last year. The area of rye will be large, although not equal to

the abnormally large area seeded last fall. Winter barley shows about an average area. The corn prospect is estimated at 83 per cent. The area is about the same as last year, and until the unfavorable weather in September there was prospect of a large crop. Husking shows the corn must be carefully sorted for cribbing, there being much that is soft.

PACIFIC COAST.

Frank Zeigler expects to open a grain, flour and feed store at Aurora, Ore.

A grist and flour mill is being built at Rigby, Idaho, with an elevator in connection.

The wheat markets of Idaho and Utah have caught the fever, and are advancing in sympathy with those further west.

The Riverside Mill & Elevator Co. has been organized by C. W. Coleman, W. H. Link and J. W. Stevens of Dayton, Wash.

The La Grande Milling Co. has been incorporated at La Grande, Ore., with \$25,000 capital stock, to operate an elevator.

A steel tank, 55 feet high, with a capacity for 60,000 bushels, is being built by the Sprague Roller Mills at Sprague, Wash.

The farmers of Downs, Wash., held a meeting recently and decided to build a warehouse, completing it in time to handle next season's crop.

The grain handlers employed on the Oceanic Dock of Balfour, Guthrie & Co., at Portland, Ore., went on strike Nov. 1, for recognition of their union.

The Portland Flour Mills Co. has completed its mill at Odessa, Wash. It has a storage capacity for 200,000 bushels of grain and a daily grinding capacity of 400 barrels.

A very large stock of grain bags will be carried over into next season on the Pacific Coast. The wheat crop was short, and much of it is being exported in the form of flour.

The Farmers Grain & Supply Co. of Wilson Creek, Wash., has about completed arrangements to build warehouses at Davenport and Edwall, Wash. This will make six warehouses that the company will build in the spring.

T. Cary Friedlander, secretary of the San Francisco Merchants Exchange, is visiting all the principal eastern markets to study the architecture of the buildings devoted to the use of commercial exchanges, with a view to gaining information that will be valuable in arranging details of the new building of the Merchants Exchange.

D. L. Keyt, Perrydale, Ore., Nov. 11: Wheat selling at 60 cents to the farmer all over the valley; fall has been very dry and retarded seeding considerably, but the last week has been rainy and much rain has fallen; seeding will now go forward rapidly and with one month of good weather the usual acreage will be sown.

A 40,000-bushel elevator at Spokane, Wash., containing 20,000 bushels of wheat, was completely destroyed by fire Nov. 1, causing a loss of about \$20,000, partially covered by insurance. The building was the property of the Washington Water Power Co. and was leased by the Portland Flouring Mills Co., of which George Shields is manager. Plans are being made for the replacing of the plant by a steel tank elevator.

Sam Williamson, Salt Lake City, Utah, Nov. 2: Almost a sensational advance in wheat in Utah within the last four or

five weeks; spot wheat has advanced from 65 cents to 85 cents per 60 pounds. Principal cause of advance is the large local flour demand and consequent urgent need of wheat by local millers, also demand for Australia and South Africa. Decline in freights from Pacific Coast to Europe also permits higher prices being paid for wheat. Estimates of yield have been reduced in all Pacific Coast States, including Utah, Colorado and Idaho.

According to latest reports the yield of wheat in Oregon, Washington and Idaho will not amount to more than 40,000,000 bushels and perhaps to not more than 37,000,000 bushels. The movement so far has been rapid, only a small per cent being left in farmers' hands. Shipments for October at Portland and Puget Sound, including flour, exceeded 5,000,000 bushels and show the largest totals ever recorded. On Nov. 1 twenty ships of over 2,000,000 bushels' capacity were waiting to load at Portland and ten others with a combined capacity of 1,000,000 bushels were due.

According to reports this is the banner year for crops in Nez Perce and Idaho counties, Idaho, and Asotin county, Wash. The total yield for export this year will amount to about 2,500,000 bushels and will exceed the crop for any previous year. Of this yield about one-fourth is flax and 10 per cent barley. The yields per acre have averaged as high as 50 bushels in wheat, 55 to 70 in barley and 12 bushels in flax. The yield in Asotin county is estimated at about 250,000 bushels, in Idaho county at about 115,000 bushels. The chief export points are Asotin, Chalkston and Snake River points in Asotin county; Stites and Koosha in Idaho county and Fairplay, Lewiston, Tammany and Waha in Nez Perce county.

G. W. McNear, Eppinger & Co., Balfour, Guthrie & Co. and Girvin & Eyre, requested that the warehouses of the Port Costa Warehouse & Dock Co., California Warehouse & Dock Co., Nevada Warehouse & Dock Co., Pacific Coast Warehouse & Dock Co. and the Grangers' Business Association be made regular for the delivery of brewing and feed barley at 50 cents per ton less than the San Francisco warehouses. The petition was presented to the board of directors of the Merchants' Exchange, but failed to meet with unanimous approval and was posted to ascertain the feelings of the grain trade. On account of the crowded condition of San Francisco warehouses the petition of the four firms was granted as far as one company was concerned, Balfour, Guthrie & Co. The members of the trade objected, and the grain committee, consisting of Fairfax H. Wheelan, chairman; T. C. Friedlander, William Baehr and R. D. Girvin, met to consider the petition signed by about a hundred members of the exchange asking the rescission of the orders whereby the warehouse at Port Costa and Oakland had been made regular. The objections were based on the grounds that the change would injure San Francisco and that the real intent of the change was the extermination of the small brokers. The committee's recommendation that the privilege be withdrawn was adopted at a subsequent meeting of the directors.

SAN FRANCISCO LETTER.

The grain situation in California is in a most unusual condition. Prices of wheat and barley ruling here at the present time are from 8 to 12 cents per cental higher than in Chicago, and grain is selling here

away above what can be realized for it in Liverpool. The following are the probable cause for this situation: the local combine of shippers known as "The Big Four"—G. W. McNear; Girvin & Eyre; Eppinger & Co., and Balfour, Guthrie & Co.—chartered about fifteen ships prior to their arrival at this port at from 25 shillings 6 pence to 28 shillings 6 pence, and then sold wheat and barley short at from \$1 to \$1.05 per cental for wheat and 90c to \$1 for barley, counting on buying in later enough to load their charters at a lower figure.

California crop this season is estimated at 500,000 tons, which is much below the average. In the meantime another bullish factor presents itself—the Australian demand.

Excitement is high—shippers must load their charters or make good in cash. Stock on hand is light—farmers are holding for stiff prices—wheat is selling from \$1.32½ to \$1.37½, and barley from \$1.18¾ to \$1.25 per cental, and the "Big Four" is buying in Washington and Oregon.

It is rumored that the Dakotas will ship wheat over the Northern Pacific to Washington and Oregon, for export to England, Australia and South Africa. If the present bullish influences continue grain will be shipped from points still further east and this demand will probably become quite a material factor in wheat values in the Northwest in the near future should the Australian demand pan out as well as expected.—R. E. W.

PENNSYLVANIA.

William Brown of the firm of William Brown & Sons, dealers in grain and flour at Philadelphia, Pa., and a member of the Commercial Exchange, died recently at the age of 58 years.

L. G. Graff & Son of Philadelphia received Oct. 27 the first shipment of this year's crop of corn. It was of Maryland production, graded No. 4 yellow and sold for 58 cents per bushel.

Harry Cuddeback, with W. A. Rundell & Co., Toledo, O., Oct. 29: Reports from Venango, Crawford and Butler counties, Pa., which are in the center of the buckwheat section of western Pennsylvania, say that the buckwheat crop is coming in in a very bad condition; large percentage of the crop damaged by rain and necessitates kiln drying of the grain prior to grinding. Most of the small mills are not equipped with the proper facilities for taking care of this damp grain. From \$1.25 to \$1.40 per hundredweight is paid at the mill door for buckwheat, while last year it was bought for from \$1.00 to \$1.10 per hundredweight. Those in the West who want the luscious pancake on a crisp morning will, therefore, have to pay more this winter for this luxury.

SOUTHWEST.

The Caney Grain Co. has purchased the business of the Nowata Mills at Nowata, I. T.

J. G. White has succeeded White & Anderson in the grain business at Mulberry, Ark.

The Denham Coal & Feed Co. has succeeded the Lawton Coal & Grain Co., at Lawton, Okla.

J. S. Hutchins has bought the elevator of the Arkansas City Milling Co. at Ponca City, Okla.

Barton & Raborn and Davidson & Johnson have recently entered the grain trade at Shawnee, Okla.

The loss on account of red rice and

weed seeds in rice will run about \$500 to \$1,500 per 1,000 bags.

J. E. Flecher has just established a wholesale and retail grain and feed business at Lawton, Okla.

The remedy for red rice is good seed, selected by expert rice men, avoiding seed bot from other farmers.

J. E. Robinson, chief inspector for the New Orleans Maritime & Merchants Exchange, Ltd., reports that the amount of wheat exported from New Orleans during the month of October was 1,607,091 bushels, compared with 2,504,000 bushels exported during October, 1901.

Fred Muller, secretary of the New Orleans Maritime & Merchants Exchange, Ltd.: I am again pleased to announce that this Exchange inspected during October, out of a total of 1,607,091 bushels of wheat, 1,551,091 bushels. The steamship Yanariva for Glasgow had on board 40,000 bushels and the America for Liverpool 16,000 bushels, which were not inspected by this Exchange. The movement of grain through the port of New Orleans during the month of October fell behind the clearances during September; but we anticipate from present indications that the movement during November will be a considerable one.

The Odendahl Commission Co., one of the oldest and most prominent grain exporting houses of New Orleans, La., failed Nov. 1. The direct cause of this failure is the repudiation of about \$150,000 worth of bills of lading and warehouse and elevator receipts, by the banks as forged papers. Alexander M. Odendahl is reported to be the forger. For years the company has been accustomed to borrow large sums for ten days or a month on unindorsed notes, by means of bills of lading, warehouse receipts and blanket insurance policies. Advantage was no doubt taken of this to borrow money from the banks on forged papers.

TENNESSEE

The Farmers Milling & Elevator Co. of Sparta, Tenn., has increased its capital stock from \$10,000 to \$30,000.

Fire destroyed the large wheat elevator in connection with the Model Flour Mill at Nashville, Tenn., Nov. 6. In the elevator were about 45,000 bushels of wheat and 12,000 barrels of flour were stored in the warehouse, both of which buildings were owned by the Liberty Mills. Total loss is estimated at \$240,000, partly covered by insurance.

S. W. Tredway, Murfreesboro, Tenn., Nov. 5: Wheat seeding in this section nearly completed and considerable of the early sown is already up with a fine stand; wheat acreage in Rutherford and Cannon counties, the territory tributary to this market, will be increased from 25 to 50 per cent this season; many farmers report that last year's acreage will be doubled; a large crop of winter oats has also been seeded.

TEXAS.

Read Frank Kell's communication on the flour and wheat differential in this number.

The Lane City Rice Milling Co. has recently entered the grain business at Houston, Tex.

W. A. Bass, Hubbard City, Tex., Nov. 1: Corn and oats being shipped rapidly from the North and Indian Territory to Texas.

C. McD. Robinson, chief inspector of the Galveston Board of Trade, reports

that during the month of October 1,481,680 bushels of wheat and 23,315 bushels of corn were exported at Galveston, Tex.; compared with 968,000 bushels of wheat and no corn exported during the corresponding month of 1901. The total amount of grain exported since Sept. 1, was 4,480,680 bushels of wheat and 23,315 bushels of corn; compared with 2,822,979 bushels of wheat and no corn exported during the corresponding period of last year.

In an opinion to Secretary Dorsey, Judge Geo. A. McCaull of Weatherford says: By section 6 of your by-laws every member of your association is subject to a fine of \$10 by the Arbitration Committee for each and every car bought from or sold to any one who has been reported for refusing to submit to arbitration or has refused to abide by the decision of the Arbitration Committee. This committee ought to give notice to such member that it will fine before entering the fine. After the fine has been entered and the party fails to pay, Sec. 3 of Art. 8 provides that any member of the association who shall be found guilty of any violation of the constitution, by-laws and rules and regulations of the association shall be censured, fined, suspended or expelled at the discretion of the executive committee, after a full and fair hearing of all the facts in the case. After your Arbitration Committee has fined a member, under Sec. 6 of the by-laws, after he fails to pay same, upon notice by your executive committee that he has failed and refused to pay the same, they will, at a certain time and place, naming them, expel him for such failure unless he shall show good cause why he has not paid. The executive committee may expel him lawfully under the constitution and by-laws of the association. You will see that notice must be given in each instance, that the fine is assessed by the proper committee, and the action expelling him be demanded by the proper committee. I cannot think the anti-trust laws cut any figure in the matter.

TEXAS LETTER.

Richardson & Co. will establish a new transfer elevator at Gainesville, Tex., and have sent out cards to the trade in Texas notifying them of that fact.

The Calvert (Tex.) Board of Trade has started a movement among the commercial bodies of the state to ask the railroads for a reduction on grain from Kansas and the Territory on account of the short grain crop in Texas. In their appeal to the railroads they state that the farmers will have to buy heavily this winter and they think the farmers should receive the benefit of a temporary reduction in the grain rate. They are asking for a ten cent rate to Texas common points.

The rains that have come in the past week would seem to indicate that there is going to be a hard winter and if this is the case there is little doubt but that the spring crop of grain will be very large. This opinion is based on the fact that the big crop of 1900 was preceded by a very wet winter. Then again the area planted in grain this season is very much larger than ever before in the history of Texas. This feeling not only pervades among the grain men, but is the opinion of the implement dealers of this section, who are well posted on the crop conditions and prospects.

That the matter of the reduction of the

differential between wheat and flour from Kansas point to Texas is still a very live topic is shown by the following telegram just received from Austin, Texas: "A number of the members of the Texas Millers Association, including Harry Landa and H. Dittlinger of New Braunfels, G. Geisicke and E. R. Gunther of San Antonio, Glen Walker of Ft. Worth, Frank Kell and R. A. Huff of Wichita Falls and C. F. Witherspoon of Denton, were here to-day and held a lengthy informal conference with Railroad Commissioner Allison Mayfield in regard to the interstate rate situation on certain mill products which is injurious to the Texas millers. It would seem that the Texas people are going to try to get the Texas Commission to make a proper adjustment of the flour rate to compensate for the reduced differential.

The Railroad Commission of Texas will, on Tuesday, Nov. 18, 1902, at its office in Austin, take up and consider such amendments to commodity tariff No. 2-A, applying on grain, grain products, etc., carloads, and also such amendments to existing milling in transit rules as may appear necessary to afford just and proper relief to the millers and other Texas interests from the conditions caused by the present rates on wheat, bran and flour from interstate points to Texas points.

The following is proposed as a basis for consideration at the hearing: (1) Reduce rates on flour, wheat and bran so that the maximum rates in common point territory shall not exceed the following: Single line rates, flour 15c, wheat 12½c, bran 10½c; joint line rates, flour 17½c, wheat 15c, bran 13c. (2) To establish rates on said commodities from Texarkana to other existing Texas gateways or those hereafter made, different from those to apply for same distances between other Texas points. (3) Also to amend existing milling-in-transit rules by reducing the minimum balance to 2½ cents per 100 pounds from milling point. All persons interested are requested to present to the commission on or before the day of the hearing their views.—J. S. W.

WISCONSIN.

Memberships in the Milwaukee Chamber of Commerce are selling at \$650.

Elevator B, of the Pabst Brewing Co., at Milwaukee, is to be declared a regular house.

Ben Ward, superintendent of the Northern Grain Co. of Manitowoc, Wis., recently visited his home in Marquette, Mich.

I. DeMaster has recently installed a gasoline engine in his elevator at Cedar Grove, Wis., and he expects soon to install a feed grinder.

The W. W. Cargill Co. of Green Bay, Wis., has completed its elevator at Appleton and with Henry Louis as agent, grain buying has begun.

Streveler & Meidi have purchased the warehouse of the Wm. Noll Hardware Co. at Marshfield, Wis., and will deal in grain, potatoes and other produce.

A. C. Maertz is planning to have a side track run to his mill at Reedsville, Wis. When this has been accomplished he will engage in the grain business.

Lyon Bros. of Menominee have begun work on a large elevator at Sturgeon Bay, Wis. The building will be 40x60 feet and have a storage capacity of 40,000 bushels.

Grain dust which had sifted into the

casing of the steam pipes in the drying plant of E. P. Mueller at Milwaukee, Wis., caught fire Nov. 5 and before the flames could be extinguished \$300 worth of damage was done.

Joseph Smith, an employe 26 years of age, in elevator E on the C., M. & St. P. at Milwaukee, was recently caught between a car and the elevator and severely bruised. He was taken to the hospital, but later removed to his home.

A request from the proprietors of a large elevator to be allowed to take thirty pounds from each car of grain received for storage to cover loss by shrinkage and dirt recently came before the directors of the Milwaukee Chamber of Commerce on an adverse report from the supervisors of grain inspection and weighing, and was referred to the committee on rules with instructions to get advice from counsel of the chamber as to the legality of such allowance.

Grain commission merchants of West Superior, Wis., during Governor La Follette's recent visit to their city, seized the opportunity to lay before him the need of a state grain inspection department. The grain men explained that Duluth had all the prestige of the grain market at the head of the lakes to which the Wisconsin city was entitled, and also collected annually \$80,000 in fees for grain inspection, by illegal trespass of the Minnesota state inspectors. The governor assured the grain men that they could count on his support when the new legislation establishing state inspection should come before the legislature.

THE SUPPLY TRADE

The B. S. Constant Co., Bloomington, Ill., writes: Business is fine and future prospects good.

The S. Howes Co., Silver Creek, N. Y., has recently improved the Eureka Works by installing a large amount of new machinery.

The Allis-Chalmers Co., Chicago, has declared another quarterly dividend of 1¼ per cent on the preferred stock of the company.

Borden & Selleck Co. report heavy sales to the grain trade of Howe Scales, Howe Gasoline Engines and Harrison Grain Conveyors.

The Webster Mfg. Co., Chicago, celebrated its twenty-sixth anniversary Oct. 29 by giving a dinner to the heads of its different departments. Twenty-six were present.

W. J. Scott, the Chicago representative of the Invincible Grain Cleaner Co., Silver Creek, N. Y., has changed his headquarters from the Wyoming Hotel to Room 94 Traders Bldg.

Roller Mills, is the title of catalog No. 221 recently issued by the Nordyke and Marmon Co., Indianapolis, Ind. It contains 64 pages of illustrated and descriptive matter regarding the full line of roller mills manufactured by the company.

A good-sized advertisement, well illustrated, well set up, and strongly displayed, is like an orator with a fine voice, graceful gestures and a logical mind. Such a man holds your attention. You find it difficult to get away from him.—The Book-Keeper.

Henrietta, the daughter of T. K. Webster, president of the Webster Mfg. Co., while driving in Wilmette this week was hurled from the trap to the pavement and

rendered unconscious. The noise and sight of an automobile frightened the spirited horse.

The Wisconsin Graphite Co., Pittsburg, Pa., describes Wisconsin Flake Graphite (a lubricant), one of the many graphite products it manufactures, in a neat booklet, the cover of which is cut and printed in colors to represent a five-pound can of this article.

We have received from C. O. Bartlett & Snow Co., Cleveland, O., their general catalog No. 7. It contains 288 pages illustrating and describing the large line of machinery and supplies carried and manufactured by this firm for the grain elevator trade. A copy of it will be sent upon application.

A. T. Ferrell & Co., Saginaw, Mich., have sold Thomas Whalley, Liverpool, England, a No. 9 brush-dustless and special air Clipper Cleaner and J. B. Hansenclever & Sons, Buenos Ayres, South America, a carload of fifty-four Clipper Cleaners, hand and power, to be used for cleaning grain and seeds in the Argentine country.

The Maroa Mfg. Co., Maroa, Ill., write that it has recently sold car loaders to the following: Grabbs, Reynolds & Bell Grain Co., Ash Grove, Ind.; O. C. Benson, Catlin, Ill.; Mathias Tex, Velma, Ill.; Colburn Grain Co., Colburn, Ind.; Elmore & Lemmon, Pegram, Ill.; Carrington, Patten & Co., Henning, Ill.; Link & Younger Grain Co., Paris, Ill.; Jacobsen & Beall, Niantic, Ill.; R. T. Miles, Fisher, Ill.

Giles S. Cranson, aged eighty-one years, died Oct. 25 at Silver Creek, N. Y. He was one of the oldest mill machinery builders in the United States and was for many years the head of the Monitor Works, in which business he had associated with him, his son, F. L. Cranson, who is secretary of the Huntley Mfg. Co., which succeeded the Monitor Works. Mr. Cranson was the inventor of the Cranson Scourer, Cranson Roller Buckwheat Shucker, as well as other milling machines of various kinds. He is survived by his wife, two daughters and one son.

A salesman for a Chicago supply house says: Over fifty grain elevators are in the course of erection in Nebraska. Big crops and new railroads are making the Blackwater state very prosperous. I have never seen a time when so little credit was requested. In most cases where I have put in machinery the money was ready at the finish of the work, or within sixty days of that time. Most of the elevators are installing gasoline engines for motive power and the equipment generally includes corn shellers.

"Grain Purifying" is the title of a 6-page folder, describing the Caldwell-Barr Grain Purifier and The Caldwell-Barr Process for purifying grain. Both purifier and process are fully covered by various United States letters patent applications. The process removes all unnatural odors and smells and leaves unimpaired the natural aroma of the grain. It is accomplished without the aid of steam and hence is adapted for the use in elevators which are operated by gasoline engines or horse power.

Staunton B. Peck, Chicago, Ill., assignor to the Link Belt Machinery Co., Chicago, has been granted letters patent, No. 712,585 (see cut), on a conveyor. The conveyor is constructed in the usual manner, but the buckets are of thin metal and have a fibrous lining to receive the blows of the falling material.

PATENTS GRANTED

Monroe Curry, Killeen, Tex., has been granted letters patent, No. 711,480, on a baling press.

Tilden Shank, Glass, Ala., has been granted letters patent, No. 712,338, on a baling press.

Jas. F. Hill, Fleetwood, Pa., has been granted letters patent, No. 711,628, on an explosive engine.

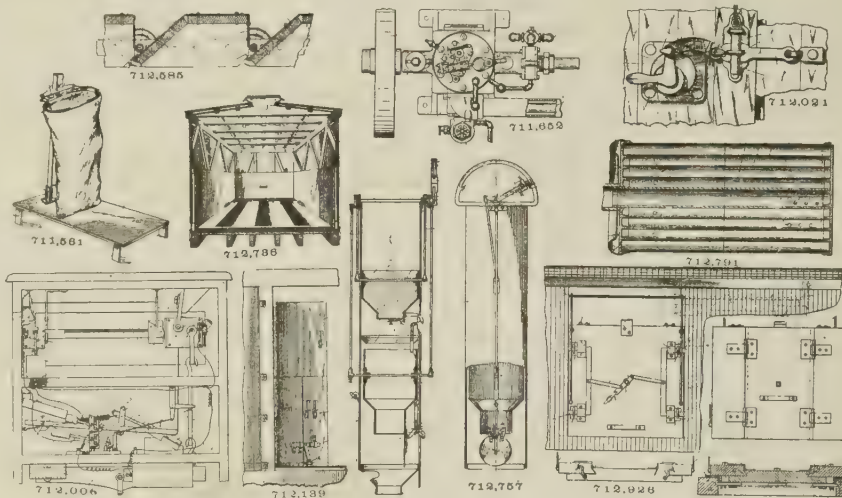
Plin C. Southwick, Sandwich, Ill., has been granted letters patent, No. 712,208, on a baling press.

Leon A. C. Letombe, Paris, France, has been granted letters patent, No. 712,393, on a gas motor.

Chas. E. Inglis, Cambridge, Eng., has been granted letters patent, No. 712,067, on an explosive engine.

Whitcomb L. Judson, Chicago, Ill., has been granted letters patent, No. 712,805, on an explosive engine.

Thos. B. Jeffery, Chicago, Ill., has been granted letters patent, No. 712,542, on a carbureter for explosive engines.



Marshall V. Fitz Water, Mount Pleasant, Tex., has been granted letters patent, No. 712,515, on a baling press.

Geo. J. Altham, Fall River, Mass., has been granted letters patent, No. 712,171, on a valve mechanism for explosive engines.

Jas. B. Leppo and David M. Leppo, Mansfield, O., have been granted letters patent, No. 711,902, on a carbureter for explosive engines.

Emil Tyden, Hastings, Mich., has been granted letters patent, No. 712,021 (see cut), on a seal lock. The seal is fastened to two hooks, one upon the latch and the other upon an eccentrically journaled lever.

Allen D. Linn, Grand Rapids, Mich., assignor of two-thirds to Gaius W. Perkins and Wm. T. Hess, Grand Rapids, Mich., has been granted letters patent, No. 712,693, on a sprinkler head for fire extinguishers.

Robert C. Johnson, Chicago, Ill., has been granted letters patent, No. 712,139 (see cut), on a grain car door. Sheet metal doors swing vertically inwardly or outwardly upon vertical rods secured to the door posts.

Wm. R. Smith, Topeka, Kan., has been granted letters patent, No. 712,736 (see cut), on a grain bin for cars. Ventilation is provided by a double floor, the upper section having openings closed by

screens. The double walls can be folded down to protect the screens.

Andrew P. Franden, Jr., Mora, Minn., has been granted letters patent, No. 711,561 (see cut), on a bag holder. A standard mounted on a base supports a head, adjustable and provided with a recess in each end. Bag holding arms are pivoted in each recess and spread apart by springs.

Walter E. Rice, Chelsea, Mass., has been granted letters patent, No. 712,006 (see cut), on a weighing machine. The poise is shifted along the beam by a power storing device. Power is restored to the device by the descent of the platform. Actuating means mounted independently of the beam are accessible to the operator.

Carl C. Hedstrom, Portland, Conn., assignor to Geo. M. Hendee, Springfield, Mass., has been granted letters patent, No. 712,791 (see cut), on a muffler for internal combustion engines. The discharge end of the muffler has secured to it a deflecting plate close to the surface whereby the gases are discharged in opposing directions at the same time.

Henry C. Bowlus, Springfield, O., has been granted letters patent, No. 712,757 (see cut), on an automatic weighing machine. The two superposed hoppers are connected to a rock shaft, which is provided with a scale beam and poise arranged to swing to each side of the vertical. The rise and fall of the hoppers opens and closes the gates at their bottoms.

Geo. R. Grigg, Coffeyville, Kan., has been granted letters patent, No. 712,926 (see cut), on a grain car door. The door consists of a body section, wings hinged to the body section, bolts mounted upon the body section to slide into engagement with the wings, and a lever for simultaneously operating all bolts. The whole slides on a track near the roof of the car.

Ernest S. Bowen, Auburn, N. Y., has been granted letters patent, No. 711,652 (see cut), on a sparking mechanism for gas engines. A speed regulating or cam shifting lever is journaled on top of the cylinder, and has an upwardly extending shank on its inner end. On the upper shank a pinion is journaled, with ratchet teeth on its upper surface. Journaled on the same shank and meshing with the pinion ratchet is a cam wheel having teeth on its lower surface. Connections operated by the cam separate the terminals and thereby cause the spark.

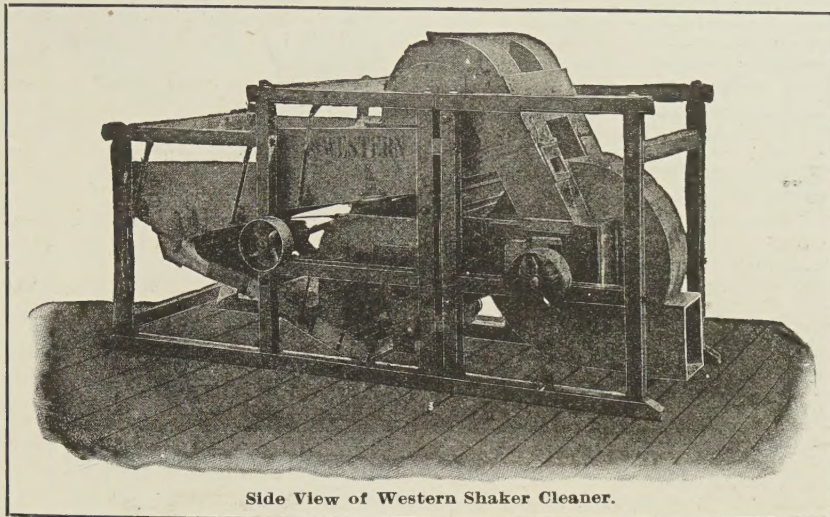
Hay bales of standard size are coming.

"Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

"Western" Corn Sheller

is designed especially for grain warehousemen. It has large capacity and is well built. Its improved adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.



Side View of Western Shaker Cleaner.

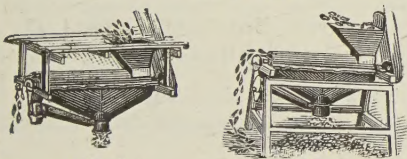
Manufactured by

Union Iron Works,
DECATUR, ILL.

We make a specialty of the machinery and plans for modern elevators—employing a licensed architect.

The Original "TRIUMPH" Sheller

Made of All Iron and Steel. Runs Either Way
TWO STYLES.

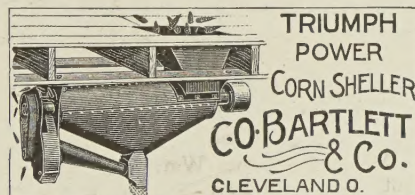


NO. 1.

NO. 2.

Shells corn either wet or dry entirely clean from the cob. Sold on a strict guarantee.

HORTON MFG. CO., Painesville, Ohio.



TRIUMPH
POWER
CORN SHELLE
CO. BARTLETT
& Co.
CLEVELAND O.



COVER'S Dust Protectors.

Rubber Protectors, - - \$2.00
Metal " - - 1.50

Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.

H. S. COVER

153 Paris St., South Bend, Ind.

Coal Dealers' Friend

Is a book of tables which shows at a glance the cost of any number of pounds of coal from 5 to 1995 pounds, at any price per ton from \$1.00 to \$14.00. It is especially adapted for retailers. It is printed on good book paper and bound in cloth, size 4 1/4 x 8 1/2 inches. 110 pages.

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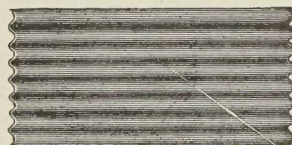
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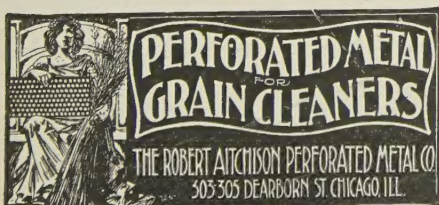


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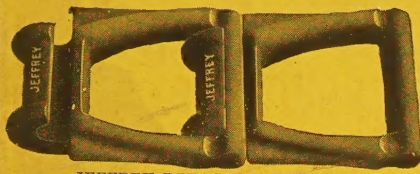
Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linea Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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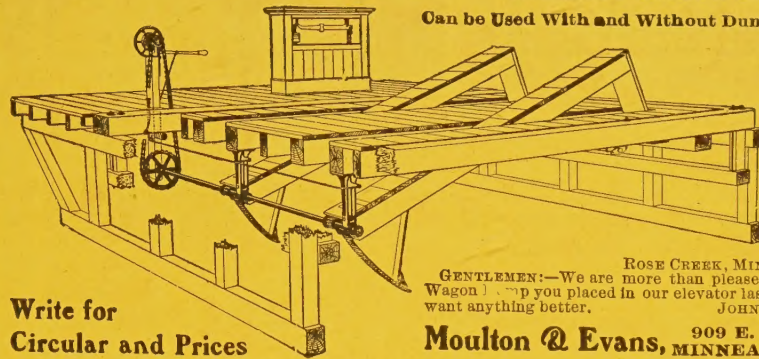
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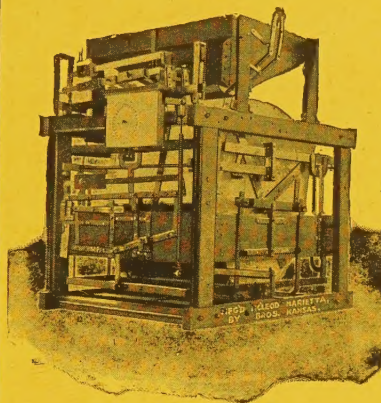
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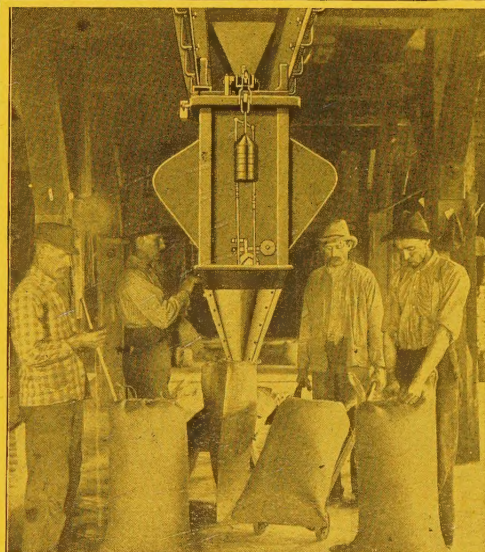
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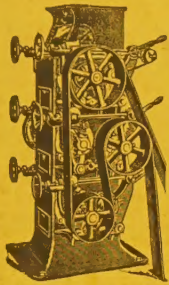
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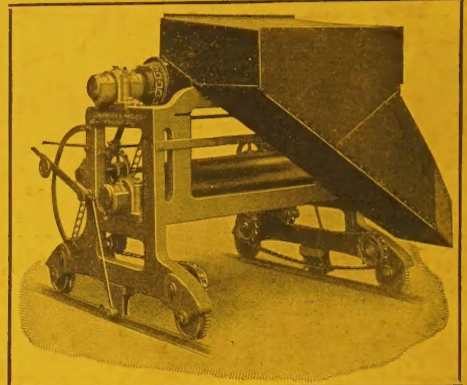
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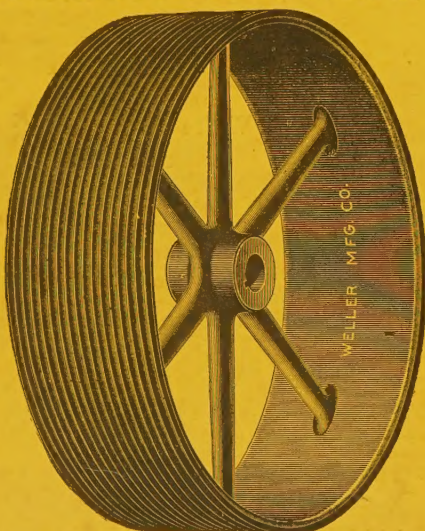
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